

# The Mosquito Aircraft Association of Australia

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

## BULLETIN - No 10 - AUGUST - 1995

EXTRACT FROM THE MELBOURNE AGE - WEDNESDAY 15/3/95.

Peter Lake is a member of this Association - Note David Vincent's Book, "MOSQUITO MONOGRAPH" (David is a member also.)

## Tale of courage recalls airmen's feats

Picture: JOHN LAMB



Lahey at Large

### JOHN LAHEY

The Nazis believed in 1945 that they could ensure the safety of Gestapo headquarters in Copenhagen by jailing about 30 senior members of the Danish Resistance on the top floor. This was their way of discouraging air attacks.

The RAF's reply was to attack the building from below the top floor, releasing bombs that continued in the same direction as the planes' trajectory. It was a remarkable feat of skip-bombing on a narrow-fronted building in the middle of a crowded city. The building was destroyed, and many of the prisoners escaped.

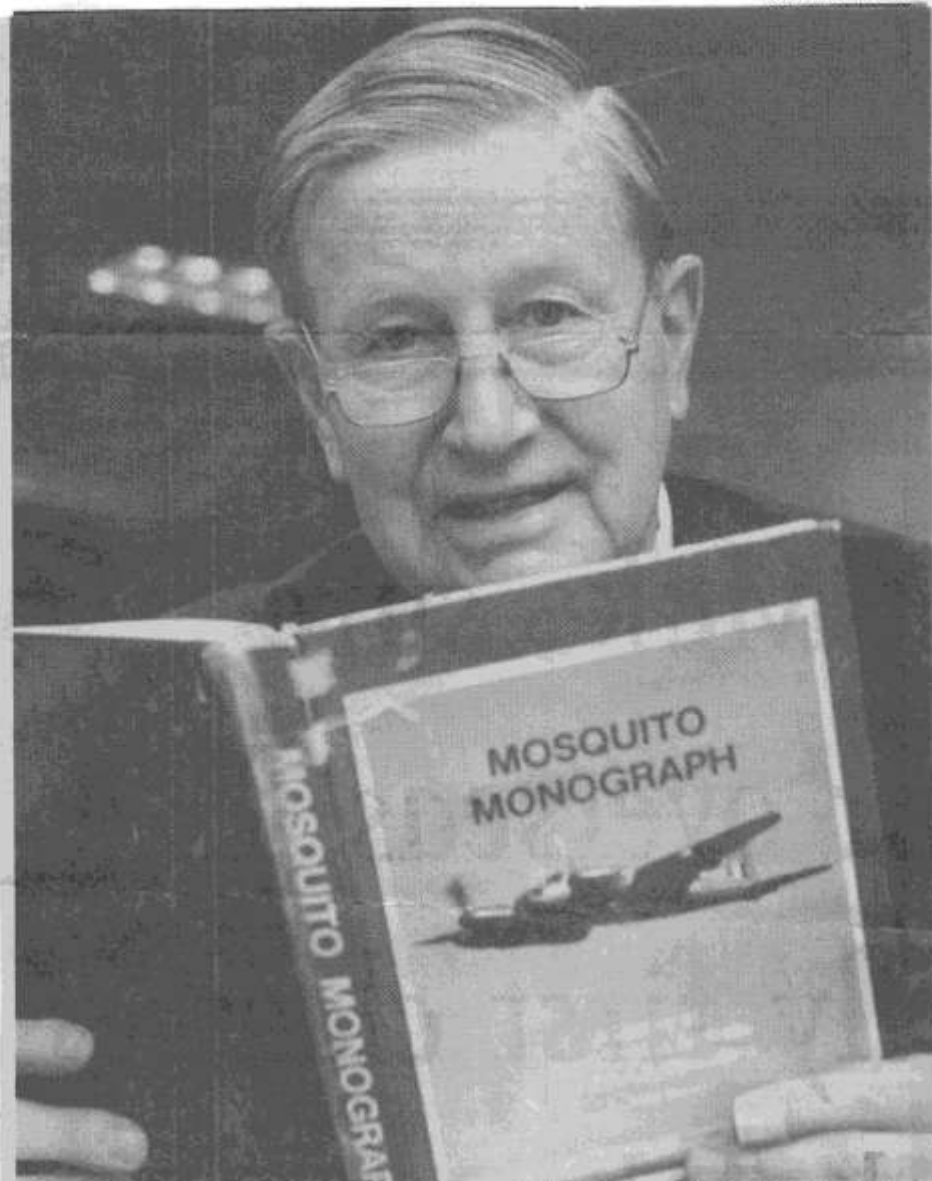
Mr Peter Lake, now 70, a Melbourne airman who was in the raid, will be in Copenhagen next Tuesday to take part in the unveiling of a memorial wall honoring seven airmen who were killed. Three of them were Australians.

One thing that the Federal Government's program, "Australia Remembers", has impressed on many people 50 years after the war, is that you often don't know your fellow Australian. Mr Lake looks like a well-dressed investment adviser (which he is) occupying a Collins Street office (which he does). Nothing links him to a tale of courage and impossible undertakings. There are droves of such people, now telling their stories to a generation that has never dreamed them possible.

The Gestapo headquarters held records that were being assembled for a wholesale assault on the Resistance. Denmark's Underground movement was so sophisticated that Field Marshal Montgomery called it the best in Europe, and the Germans kept 200,000 troops on hand for fear it might become a springboard for invasion.

If the Resistance was wiped out or seriously damaged, Germany could release perhaps 100,000 troops to bolster its strength in the battle of the Rhine.

This was the background to a Danish Underground request to the RAF late in 1944 to destroy the Gestapo headquarters. The man they turned to was Air Vice Mar-



Mr Peter Lake will visit a Copenhagen memorial for airmen who bombed the Gestapo.

shal Basil Embry, who was a legend. Among other things, he had escaped from a German prison camp in 1940 by bringing down his guards with a rugby tackle. He killed two with a knife and one with his bare hands and then trekked to freedom across France and Spain.

Embry was now with the Mosquito bombers of the RAF's 140 wing, in which pilots had become expert at low-level, pin-

point raids such as that on the Amiens prison in 1944 to free French Resistance members. At the Danes' request, the Mosquitoes had also destroyed the Gestapo records office for the Jutland peninsula, located in two buildings at the University of Aarhus.

Among the Australians on the Aarhus raid was Flight Officer Peter Lake, a navigator with RAAF squadron 464. Flying imme-

diately in front of him was a Wing Commander Smith, who was really Embry. According to Mr Lake, Embry was privy to the secrets of the Enigma code-breaking procedure, and was forbidden to put himself at risk to the enemy. He escaped censure by using the false name.

Later, when the Danes asked for the Copenhagen raid, Embry delayed, because the specialist air-crews needed for it could not be spared from the Battle of the Rhine. He decided eventually that the raid would proceed if an Underground leader living in England returned to Copenhagen and reported that it must be done despite risks to the prisoners on the top (sixth) floor.

The brave patriot who made this trip was Mr Ole Lippman, 29. He returned to Copenhagen and phoned a few contacts, and each time he did he heard what he called a Gestapo voice. Lippman went for a thoughtful walk in a park, and concluded that the raid must go on.

The crews of 18 Mosquitoes were briefed in Norfolk over a detailed scale model of Copenhagen. Mr Lake remembers that, when the planes left Norfolk for Copenhagen on 21 March 1945, escorted by Mustang fighters, strong winds over the North

Sea made flying difficult at 50 feet. The high winds blew salt spume on to the wind-screen.

The leading planes carried bombs with a 32-second delay. The others had an 11-second delay. Some were high explosive and some were incendiary. When the attack began, one pilot, Wing Commander Peter Kleboe, crashed from 50 feet into a neighboring building. His bombs blew up and nearly wrecked a school, where 83 children died.

Mr Lake said confusion over the area meant that some planes in the second box of six, his own 464 Squadron, had to circle Copenhagen at roof-top level up to three times to get access to the target. The Mustangs followed them.

"The bombs went in under the sixth floor," Mr Lake said. "The shock of the bombing actually sprang some of the cell doors. Most of the prisoners got away. Two died jumping from a window."

In Copenhagen next Tuesday, Mr Lake expects to meet Mr Ole Lippman again. He says the 83 deaths at the school weighed heavily on the air-crew, but the Danes, "demonstrating their great generosity of spirit" accepted this as an accident of war.

Editor's Note. Readers should read this article in the "past tense", as Peter's return to Copenhagen was made in March of this year. He tells us, "The return to Copenhagen on the 50th; anniversary of the raid was an unforgettable experience!"

Peter's pilot was FLLT W.K. Shrimpton and they flew Mosquito P2353-G on this raid.

The raid was led by the highly respected ex CO of 464 Squadron, WngCde R.W Iredale (dec) in the second wave with his Nav, FO B.J. Standish, flying Mosquito SZ 968.

The target was attacked at a maximum height of one hundred feet.

Our acknowledgements to John Lahey for his permission to reprint the article.

## PILGRIMAGE TO BORNEO

### Pilgrimage to Borneo

Your Secretary was privileged to be one of the 39 Pilgrims to RETURN TO BORNEO (6/6/95 - 16/7/95) under the auspices of The Dept; of Veterans' Affairs. The route was Sydney-Darwin-Jakarta-Balikpapan-Tarakan-Sandakan-Ranau-Kota Kinabalu-Labuan Island-Singapore-Melbourne.

The Services were represented in proportion to the total numbers serving in the Borneo campaigns, as follows: -

Merchant Marine	1	Nurses	2	Airforce	5
Carer POW	1	War Widows	2	POW's	7
Army	17	Navy	3	(1 Navy 6 Army)	

We were accompanied by an entourage of some 100, plus a large media contingent. The group included the Sydney Naval Band, a Tri-Service Guard, who paraded at all ceremonies, 2 Doctors, 3 Nurses, Admin: & Logistic staff, Historians and for much of the tour we were accompanied by the Minister for Veterans' Affairs, the Hon. Con Sciacca.

Travel was by RAAF 707, RAAF Hercules to Tarakan & Sandakan, Road Coach and on one occasion a Ferry trip to Labuan Island.

This was truly a Pilgrimage, early morning calls most days at 5.30 to 6.00 am, full ceremonial parades at Memorial Parks, Cenotaphs & Cemeteries being held at 7 of the venues, all well attended by local veterans & civilians, who gave us a great welcome throughout the trip.

We veterans played an active part in the services, reciting the ode, laying Wreaths, with some taking other parts in the ceremonies.

The ceremony at Sandakan was particularly stirring & significant. Bruce Ruxton had 3 touring parties under the RSL Travel Scheme & they joined us there. This Memorial Park was established by the RSL on the site of the infamous Sandakan death camp at a cost of \$150000 to the RSL.

Following the Memorial Service the Park was officially handed over to the Australian Govt; and the local Malaysian Authorities for upkeep & preservation. It is now a truly beautiful place in contrast to the unspeakable obscenity against mankind as a POW Camp in 1942 - 1945.

Those Assoc; members who served in the Borneo Campaigns, would see NOTHING now that they could recognise at the various landing sites and battle areas. The small villages which we recall being so

heavily bombarded by our Forces, Navy, Army and Airforce to virtual destruction are now large, prosperous cities with large buildings, extensive dock areas, excellent road systems, offshore oil wells and well developed tourist resorts. However being Borneo the jungle seems to grow right down to the edge of the cities.

As an example of the change, the City of Sandakan now has a population of 200000. Borneo is fast becoming a populous & prosperous country.

I was hoping to see the only part of the town of Victoria on Labuan Island - the Belltower, left after the bombardment and the removal of all town rubble for the extension of the Island airstrip. However I found it had been demolished. As it was the only solid structure on Labuan after the campaign there, its' loss to posterity is a great pity. There is however a plaque on the foreshore at Victoria, which reads :-

"THIS MEMORIAL COMMEMORATES THE LANDING OF UNITS OF THE 9th; DIVISION AUSTRALIAN IMPERIAL FORCES ON THE 10th; JUNE 1945 WHICH LED TO THE LIBERATION OF LABUAN AND BRITISH BORNEO FROM THE JAPANESE."

The Memorial cenotaphs & parks of Balikpapan, Tarakan, Sandakan, Ranau, Kundasang & Beaufort record the sacrifice of our service personnel over the whole of Borneo, whose bodies have now been all reinterred at the Labuan Memorial Cemetery. Those whose bodies have never been found are remembered on memorial tablets at this beautiful resting place.

Our last visit of the pilgrimage was to a Service at Kranji War Cemetery and Changi prison camp, where a short service was held in the reconstructed chapel. We were admitted to the main part of the prison and the POW's with us were taken to see the cells. Following this experience, our "carers" carried out the most careful headcount of the whole trip !!!

To summarise - A nostalgic trip back in time, emotionally & physically draining for the pilgrims, with long distances travelled over a short period under extremely humid weather conditions. An opportunity for us to recall moments of our service, our experiences, associations and be present at the moving commemoration services along the way.

# The Mosquito Aircraft Association of Australia



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

## A NOTE FROM YOUR PATRON.

You haven't heard from me since the Richmond Reunion but that doesn't mean I'm a silent or a sleeping partner.

I'm not a sleeping partner because our Secretary keeps me thoroughly informed and involved and often discusses things with me . Thank you Allan.

I'm not a silent partner because even though it's now sixteen years (sixteen very quick years) since I retired from the RAAF, I still have contacts in the RAAF's corridors of power. I'm thus able to speak and write direct to the CAS and I can assure you of his interest in A52-600, and indeed that of other senior officers.

I'm in touch also with the responsible staff officers in the Air Force Office - Air Force Headquarters in the old days. They understand our enthusiasm and our wish to become a real and active participant in the restoration.

There have been delays in getting a Historic Aircraft Flight Policy sorted out, particularly as in these days so many experts have to be not only consulted but also agree. It should not be long now before our role is officially recognized and, hopefully, that will accompany a better resourced and managed reconstruction programme.

That's all the space our editor has permitted so you may think this is the end - well it is !! (Acknowledgements to "Be kind to our web-footed friends"!!)

JcJ

### Brief Report on AGM 1995 - at Traralgon 14/8/95

Vice President K. Johnston opened the Meeting at 2.00 pm, welcoming all attending to our 3rd AGM: particularly those travelling long distances. From NSW, R.Vassie, our State Rep in NSW is our eyes and ears in that State. His volunteer administrative work has been invaluable to the Association. From Reservoir, Allan Ellis who has attended all our meetings to date. From Mt. Martha, Duncan Forrester, Aviation Artist, who has assisted in our fund raising and has provided the gallery display at our last two AGMs. From Walkerville, Gil Lundberg, one of the pilots who flew A52-600 on operations from the NT and Borneo.

Restoration Report. In the absence of RAAF representation from Richmond, the Secretary presented the Restoration Report from FLTLT M. Mayfield, and read a secretarial addendum to the restoration report, outlining the reasons for the present hiatus in restoration activities, whilst a plan for direction, management and financing was prepared by the owners, the RAAF.

NSW Rep: R.Vassie. Reported on his visits to the project over the year and a gathering at Richmond on the 9/8/95 attended by members of RSL Clubs, Wentworth Falls, Katoomba, Kurrajong/Colo, RAAF representation, MP's and the media. This function facilitated the viewing of A52-600 by Harvey("Red") Armour who flew the aircraft whilst on No. 87 PR Squadron. Ron presented to the AGM donations of \$100 from the Wentworth Falls RSL Club and \$741 resulting from a "Warp Around" of those attending the visit to Richmond.

Election of Executive. All Offices were opened for nomination in the April Bulletin and the following were elected to Office.---

President M.Ripper                      Vice President K. Johnston  
Secretary/Treasurer A. Davies

Committee Members.

J.Burgess, G. Graham, C. Ryan, R.Skinner.



# The Mosquito Aircraft Association of Australia

## CONSOLIDATED ANNUAL REPORT

14th: August 1995

### The Restoration.

The past year has been frustrating for the Restoration Team and your Committee, as the setting of priorities and budgetary considerations found necessary by the owner (The Royal Australian Air Force), have placed the project somewhat on the backburner.

In spite of the lack of full time project management, reliable costing of the project, complete restoration working plan and associated budgetary allocations, it is to the full credit of the contractors, volunteers and work sponsors restoring the fuselage and wing, that so much has been accomplished in the past twelve months.

It would be a great pity if the dedicated interest of these people was put at risk by the current hiatus.

It has become quite evident that this project is too involved and important to be carried fully by volunteers and without full time management, staffing and full project planning.

As the last PR Mk. XVI Mosquito aircraft left in the world, and having a record of both operational and peacetime flying in the Royal Australian Air Force, this is truly an historic aircraft and deserves better attention to preservation than has been received to date.

This historic significance and the extreme difference in restoration costs of A52-600 between static and flight conditions, affect the "to fly or not to fly" position and it must be clearly understood that the RAAF, as the owner, will make that decision.

The Association, however, feels the restoration should proceed with the integrity of purpose demonstrated to date, to flight condition, quite regardless of the "to fly or not to fly" decision. Any thing less would not do justice to this unique and historic aircraft.

A full report on the forward planning for the project is outlined by the volunteer management OIC, project later in this report.

Membership. Continued to grow, though at a slightly lower rate. An overall gain has been made, despite some forfeitures of membership through non payment of subscriptions.

Membership at 30th: June 1994	196
New Members enrolled	30
Adult	1
Junior	1
1994/1995	31
Forfeitures	227
Total as per Members' Register	9
as at 30th: June 1995	218

Bulletin. With the ever welcome contributions from Members three issues of the Bulletin were made during the year.

Public Relations. The Committee has continued to obtain the support of the Press in keeping the restoration of A52-600 before the public. A direct mail campaign was conducted outlining the Association's and the restoration's activities to various institutions and organizations.

A flier, outlining the restoration of A52-600, the history of that aircraft and the objects of this Association was printed for general distribution to the public.

The Committee manned an information stall at the Latrobe Valley Aero Club Expo: in March 1995.

In association with the Northern Territory Committee of the Australia Remembers programme, the Secretary took part in a telephone hookup with students at the Adelaide River Primary School, NT.

Two of our members took part in the signing of Robert Taylor prints of the painting "MOSQUITO MISSION", at a presentation at the Wings Over Australia gallery, Glenbrook, NSW, in February 1995.

Finance. During the year the Association was able to assist the restoration team by the purchase of Technical Drawings from British Aerospace (England) and Aviation Woodwork Manuals from John Roby, (USA) at a total cost of \$1449.83.

Due to the high incidence of Membership renewals, new admittances and the generosity of our donors, finances are in good state, and the Association is getting closer to the stage where our contributions when required by the team, will be of worthwhile significance.

It is increasingly obvious that considerable financial support should be sought from the corporate field, but pending the supply of relevant information covering overall estimates of cost of the restoration, management and staffing plans and other pertinent matters, such approaches would be impertune and ill advised.

The Committee considers that no increase in Membership Fees is necessary, and recommends that they remain the same for the 1995/1996 year.

The Committee, has met three times in the past year, with many informal discussions in between.

The retiring Executive and Committee are:-

President. Max Ripper Vice President. Ken Johnston Hon. Secretary  
Treasurer.  
Allan Davies.

Committeemen. Joe Graham, Col Ryan, Ron Skinner.

John Burgess. Kym Bonython (SA) Ron Vassie (NSW)

The following Donors are most gratefully thanked for their generous support of the A52-600 Restoration Fund. The time is rapidly approaching when this account will become most helpful to the restoration project, and in fact some expenditure in this past financial year has been of material assistance to the team already.

Your Committee at this stage, does not intend to call an appeal for funds, but hopefully your continued financial support will extend into the new fiscal year, just commencing. One thing is sure, large sums will be required to complete the restoration, and our contributions will speed the process.

Keep in mind too that your donations to the Associations funds are accepted as a deductible expense by the Tax Office.

The 1994/1995 Donors are, J.C.Jordan, A. Holman, H.Howard, R. Vassie, R.Skinner, D.Gorrassey, G.Jandberg, J.McDaniell, A.Pills, V.H. Needy, A.A. Taylor, V.Bansay, W.Crash/Morgan, D.Jacob, J.Hallett, N.Sparrow, J.N.Love, K.Champion, J.R.Ritford, Dick Smith, L.Sell, E.Muller, R.C. Larff, J. Bryne, S.T.Burwell, R.C. Goldstaver, J.Russell, B.M. Arms, K.G.McLeod, RAAF Associ: Canterbury/Bankstown Branch, G.A.Glasssey, Mark Kimberley, S.Owper, A.L.Davies, P.Fercher, G.P. Gees. Total received from sponsoring donors \$3464.00

Multiple donors are listed once.

ANNUAL STATEMENT OF ACCOUNTS AS AT 30th: JUNE 1995  
Statement of Income and Expenditure.

Administration Account		Income	
Expenditure			
Advertising	\$ 114.70	Joining Fees	\$ 310.00
Office Requisites	53.50	(31 @ \$10.00)	
Subscriptions	14.80	Subscriptions	4140.00
Photo Copying	731.75	207 @ \$20.00	12.00
Postages	694.50	1 Junior @ \$12 =	
Stationery	145.10	4 "non paying	
PR Printing	486.00	@ \$20.00 =	
Entertaining	17.50	1 Aero Club	40.00
Telephone	87.00	5 Adult & Sub =	50.00
AGM Expense	35.75	Badge Sales	175.00
FID and Debits Tax	18.79	Less Cost	80.00
Technical papers	29.49	Card Sales	17.00
Balance transferred to	2758.55	Less Cost	9.00
Operating Reserve		Duncan Forrester	222.00
		Artist Commission	310.03
		Bank Interest	\$ 5187.03
			\$ 5187.03

Operating Reserve	
Balance B/forward 1/7/94	\$5481.29
Bal. trs from Admin A/C	2758.55
Balance C/forward	\$8239.84

Donations Received	
Balance transferred to A52-600 Restoration Fund	\$3464.00
Unsolicited Donations	\$3464.00

A52-600 Restoration Fund.	
Technical drawings from BAE	\$1420.43
Balance B/forward	\$2720.80
Bal. Trs from Donations Received	3464.00
Balance B/down	4764.37
Balance C/forward	\$6184.80
	\$4764.37

Bank of Melbourne	
Balance B/forward	\$792.59
Deposits for the year	8782.03
Payments for the year	\$16724.92
Balance B/down	\$15724.92
Balance C/forward	\$12859.61

Bank reconciliation as at 30th: June 1995	
Credit Balance as per Bank Statement	\$12895.61
Less deposit made to Bank after close of 1994/1995 fiscal year	36.00
Credit Balance as per Cashbook	\$12859.61

BALANCE SHEET AS AT 30th: JUNE 1995

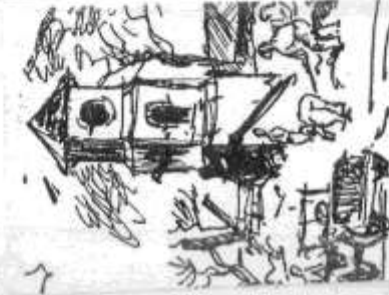
ASSETS	LIABILITIES
Bank of Melbourne	\$ 12859.61
Operating Reserve	\$ 8239.84
Petty Cash	100.00
Badge Stocks	250.00
Card Stocks	161.60
	\$ 13371.21
	\$ 13371.21

AUDITOR'S STATEMENT

The accounts of The Mosquito Aircraft Association of Australia for the year ended 30 June, 1995 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, 1995 and results of the operations for the year.

Peter F Wood, JP  
Honorary Auditor 13 July, 1995

PILGRIMAGE TO BORNEO (Continued.)



The Belltower  
The last of  
Victoria Town  
Labuan Island  
Borneo, 1945

NO Complaints were registered by the Veterans, only appreciation & appreciation for the tremendous task undertaken & ably fulfilled by the Dept; of Veterans' Affairs staff, support groups, Service personnel & dignitaries taking part in the Pilgrim-age functions.

Finally having just visited all these memorial sites & the Labuan War Cemetery I bring back these words to you all from our fallen mates remembered there.

" FOR YOUR TOMORROW  
WE GAVE OUR TODAY "

Australia Remembers  
1945 -1995

*Alan J. Lewis*

from a sketch  
by Cpl;  
Kenneth Jack.

## PROGRESS REPORT

# MOSQUITO RESTORATION PROJECT

JULY 1995

### PROJECT PROGRESS

1. Regretfully, there is little progress to report on the restoration of Mosquito A52-600 since the last report 6 months ago. The main factors hindering progress in this project are again:
  - a. the absence of a project manager with the time available to manage and supervise the restoration, and
  - b. the absence, so far, of a commitment from the RAAF in allocating such a manager and appropriate resources (however limited they may be).

### Project Costing

2. A full and detailed costing of the project was recommended in FLTLT Steve Graham's report earlier this year. To date, no significant action has been taken due to manpower and man-hour constraints. Unfortunately a 'Catch 22' situation exists, whereby the RAAF is unable to provide resources to properly cost the project, and yet is reluctant to expend resources until it is costed. Recent discussions with the new project OIC, FLTLT Col French, indicate that to overcome this problem, the RAAF Museum is willing to provide limited funding for a feasibility report by a qualified Aeronautical Engineer with wooden aircraft design experience.

### Airframe Restoration

3. **Wood Components.** As a result of the lack of available personnel to supervise the project, all woodwork, including voluntary work to dismantle the wing, has ceased. This has not pleased everybody, but work must not proceed without engineering supervision. Dismantling the wing, for example, could result in the loss of accurate engineering information regarding its dimensions.


4. **Metal Components.** I am pleased to report the restoration of 95% of A52-600's rudder in accordance with modern airworthiness standards. A rudder torque tube, bonding and some fabric covering are required before the rudder can be signed-off as fully serviceable. This was completed by 35SQN, RAAF Townsville. Management time permitting, more of this type of metalworking capacity may be utilised during non-peak periods this year.

### Spare Parts

5. Vital spare parts were obtained this year with the purchase of four Mosquito PR MK XVI main wheel units, two of which are in excellent condition (except for distorted tyres). These have apparently been residing in a Museum for some time now, and appear to be fresh out of manufacture or overhaul.

### SUMMARY

6. Few inroads have been made so far this year. RAAF manpower cutbacks are shifting the focus away from such projects, and personnel with the time available to properly manage this project are currently non-existent. Consequently, restoration work is severely limited and is likely to be so throughout the remainder of this year. Limited funding may be made available through the RAAF Museum this year to have a qualified engineer assess the requirements for an airworthy restoration. This will be the starting point for a project costing which can be used as the basis from which to request funding from the RAAF and commercial sector.

  
M.P. MAYFIELD  
Flight Lieutenant

24 Jul 95

#### "WARBIRDS" - "Australian Aviation"

David Prosser advises he has reported on the progress on Mosquitos A52-600 & A52-319 in his "WARBIRDS" Column in "Australian Aviation", June '95 issue.

Our grateful thanks to David for the continuing reports to the readers of that publication on the two Mosquito aircraft under restoration in Australia.

His interest in & support for the Association has been instrumental in swelling our membership.

Collectors of Aviation memorabilia may obtain the June edition of Australian Aviation from their friendly local News Agent.



It would be a sure bet that every operational flying Squadron in the Air Forces, had at least one Squadron song, and with this Issue, the Bulletin commences to "bring them back", with the cooperation of members, who have either remembered or have copies of their Squadron's songs.

PLEASE - send full details to the Editor, with the story (if any) behind the song with the name of the tune to which it was sung. No really "PEELTY" ditties please !! we have three lady members!

Also, if anyone out there has the words of 87 Squadron's famous "SONG OF THE GREMLINS", PLEASE, PLEASE send me a copy, I've lost mine.

The KITTYHAWK song featured here, per favour ROLLY FURLONG, a member and erstwhile Kittyhawk Pilot on 80 Squadron in the Borneo campaign, is a rather sad & haunting tale with a particularly appealing melody.

It brings to mind the young RAAF pilots, mainly off course, who flew their P 40's, newly acquired, with very little conversion flying, 1200 miles from Sydney to Townsville, losing 3 aircraft & two pilots in shocking and with their inexperience, unaccustomed weather conditions. Then at the end of the second leg, only to have two of their remaining craft shot up by FRIENDLY FIRE on their arrival at Port Moresby, New Guinea.

The subsequent story of 75 Squadron's defence of Port Moresby in the FRONT LINE of the Japanese attack towards Australia is an epic of Courage, Endurance and Sacrifice.

In the perilous 44 days during March & April 1942, 75 Squadron stemmed the Japanese advance, until the Coral Sea battle was waged and won & the enemies advance towards our Country halted.

In these 44 days, this Squadron lost half of its' complement of pilots, their CO & all their aircraft EXCEPTING ONE. This is a wartime saga which forever will grace history's pages.

This Squadron (or Squadrons) song has stuck with your editor over the years, with words & tune never forgotten. Your editor particularly remembers it in association with a great mate (a Pilot on No.30 Beaufighter Sqdn;) met in Service days & after demob, a business partner for many years, Ken (CURLY) Cameron is a member of the Association.

It was our Piecé de resistance, when - in our cups, our voices were joined together in a highly happy but unharmonious duet..

One thing that can be said of it - is that it is one (probably the only one) of the more sanitized Squadron songs - SURE MAKES IT DIFFERENT !!

When sending in Squadron songs - please include any stories or associations you may have with them. Details of the origin of the song would be most interesting to all of us.

NOW IT'S UP TO YOU.

KITTYHAWK SONG

Beside a Papuan waterfall  
 One bright September day  
 Beside his shattered Kittyhawk  
 This young 'peelot' he lay  
 And as he hung from a coconut tree  
 Not yet completely dead  
 Oh, listen to the very last words  
 The young 'peelot' he said  
 I'm going to a better land  
 Where everything is bright  
 Where whisky grows on coconut trees  
 And poker's played all night  
 With nothing else to do all day  
 But sit around and sing  
 Tiddely Ah Barcoo and women too  
 Oh death where is thy sting  
 Oh death where is your stinging-a-ling  
 Oh grave your victory  
 The bells of hell go ting-a-ling-a-ling  
 For you but not for me  
 I asked her if she'd marry, marry me  
 But all that she would say, was  
 Ting-a-ling, oh ting-a-ling  
 Oh ting-a-ling all day ay ay.

Refrain

Be kind to your web footed friend  
 The duck may be somebody's mother  
 Who lives in the grass by the swamp  
 Where the weather is cold and damp  
 (To rhyme with swamp)  
 Oh you may think that this is the end  
 WELL IT IS!



A photo of Col Paye's Kittyhawk at RAAF Base Richmond NSW; at the RAAF 70th Anniversary in September 1991, when Mosquito A52-600 was first displayed to the Australian Public.

To forestall comment your Editor does not claim this is a clipped wing "KITTY". It's just a bad photograph!!



# MEMBERSHIP

Our Membership now totals 232 and as April's Bulletin No.9 completed our full list of members at that time, the lists of names in this and future Bulletins will be of new members only.

A pleasing development of our "recruiting," is the keenness displayed by many of our members, in introducing prospects for membership in the Association. This is still a young organisation, with a lot of work to accomplish to assist the RAAF & the restoration team in completion of the Mosquito A52-600 project.

A large membership is conducive to increased PR & public enlightenment of the existence of this historic aircraft, locating & acquisition of Mosquito parts, instruments & equipment, & perhaps most important of all, an ongoing fund raising capacity.

Your Committee commends the Membership for the active interest & support in attracting new members. If you have a prospect, advise the secretary of name & address & a complete package on the restoration & the Association will be forwarded direct to your contact.

We offer a hearty welcome to the following new members who have joined our ranks since issue of Bulletin No. 9.

Champness R.D.	Rod	17 Helms Crt, Benalla 3672- Amateur radio operator
Rees G.P.	Geoff	2/2 Northview Cl, Niagara Park 2250- <u>Airline Pilot (retired)</u>
Cook D.E	David	121 George St, Careel Bay 2107-ex 97 Sqn G/staff currently a volunteer on A52-600 restoration.
Farson J.A.F.	John	6 Park Rd, Maianbar 2230-Corporate Aircraft Captain
Kimberly M.R.	Mark	22 Lygnern Crs, Kallaroo 6025-Aviation enthusiast Aviation & Military Art Dealer
Watkin B.L.	Basil	5 Rabaul St, Runaway Bay, 4216-Pilot 217, 228, 48 Sqns (RAF), No1 Sqn (RNZAF) Pres. RAAF Assoc; <u>Gold Coast.</u>
Rowell R.G.	Bob	PO Box 184, Bribie Island, 4507-Pilot 464 Sqn.
Jones W.V.	Wal	PO Box 51 Millthorpe 2798-Son of Bill Jones ex G/crew 87 PR Sqn; Coomalie NT (1945)
Carter W.H.A.	Bill	PO Box 844, Nairne 5252-ex RAN, Aircraft enthus. particularly Mosquito aircraft.
Wilson G.C.G.	Geoff	15 Yarrabin St, Belrose 2085-Nav; ex Perm RAAF, No's 1,2,6 & 87PR Sqns. Duty in G. Britain & USA.
Flanders A.E.A.	Ern	16 Tyers Rd; Roleystone 6111 -ex 85 Sqn; A/c Hand
Holesgrove P.E.	Phillip	16 Lamont Plce; Windsor 2756 -A/craft Tech; ex RAAF now NDI Tech; Hawker de Havilland.
Molyneux P.D.	Phillip	4 Hillcroft St; Reservoir 3073 -.ex 1 Sqn Fitter

## THINK

If you think you are beaten, you are.  
If you think you dare not, you don't.  
If you like to win, but you think you can't  
It is almost certain you won't.

If you think you'll lose, you're lost.  
For out of the world we find,  
Success begins with a fellow's will -  
It's all in the state of mind.

If you think you are outclassed you are,  
You've got to think high to rise,  
You've got to be sure of yourself before  
You can ever win a prize.

Life's battles don't always go  
To the stronger or faster person,  
But soon or later the person who wins  
Is the person WHO THINKS THEY CAN !!!

## 4th; AIRCREW REUNION

Held at Broadbeach Q'land in May this year, this reunion was well attended and greatly enjoyed by over 400 aircrew members & partners.

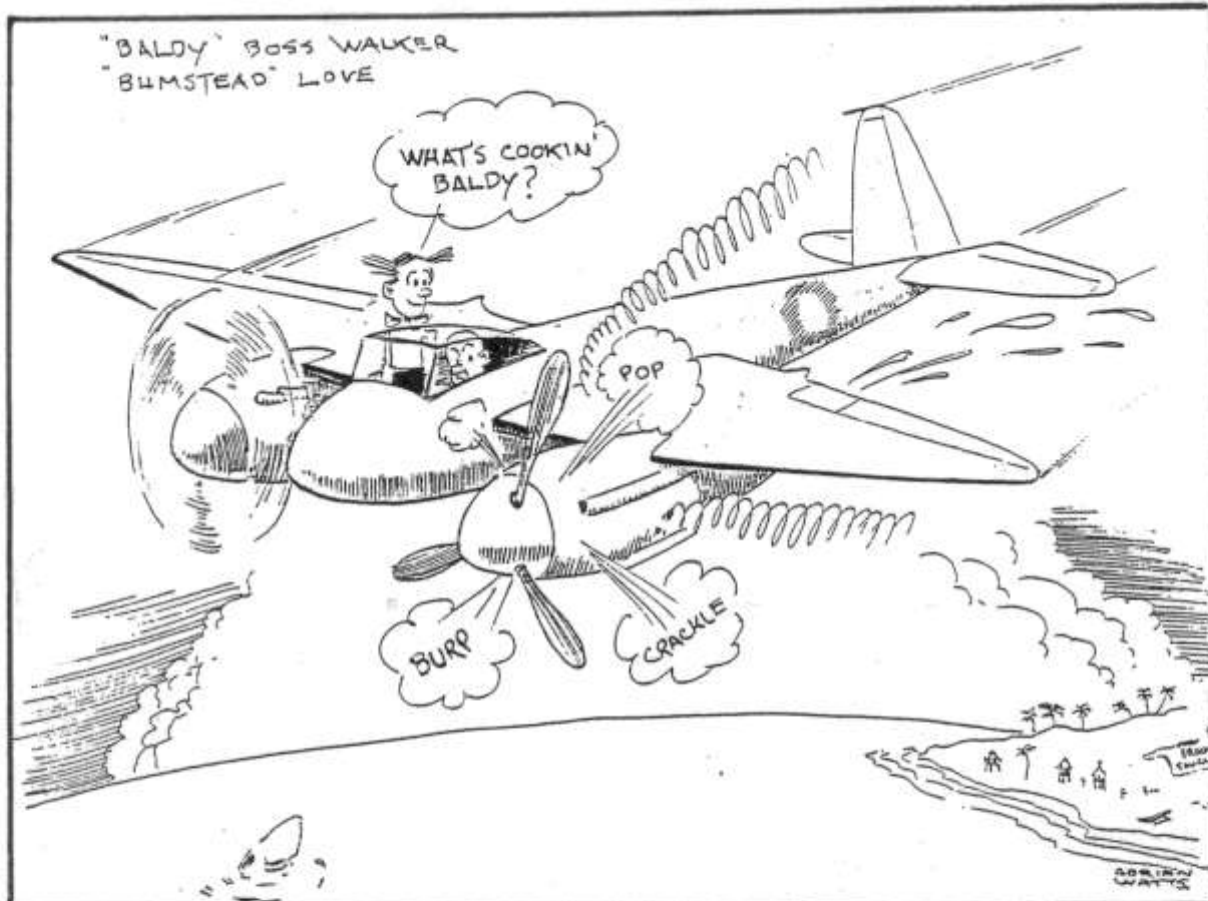
The Association was well represented by our Patron AVM J.C. ("Sam") Jordan, Herb Gamble. Allan Davies, Geoff Wilson, all ex 87 PR Sqn; - Aub Taylor, Rob Rowell, David Avery (from NZ) all ex 464 Sqn; Dudley Bond ex 52 Sqn; & Basil Watkin ex 487 Sqn;

The 5 day reunion was a memorable experience & the 5th Reunion in 2 years time is highly recommended to our aircrew members. Almost guaranteed that those attending will meet some old friends.

Congratulations to Ted Harding & his "team" for the tight organisation, tremendous entertainment and the memorable functions during the reunion.



# - BROOME OR BUST -



This graphic cartoon has forever captured the indomitable spirit, combined with the great sense of wry Aussie humour of the young people who served their country, in Service & Civilian life, during WWII.

The artist was PLTLT Adrian Watts, of RAAF Base, Broome WA: who was on the spot to provide this record of an epic flight, on the return of Mosquito A52-2 to Broome.

Adrian, prior to joining the RAAF, was chief cartoonist for the "Melbourne Age". The embellishment of the shark & the signpost (almost cut off by your editor) in the lower RH corner, were the work of Jeff Love, the Navigator on this flight. The signpost reads "BROOME - 1000 M - Soerabaya - 1 M", aptly illustrating the perilous situation in which these young men suddenly found themselves.

The story briefly is - No. 1 PR Unit aircrew, PO Boss Walker Pilot & PO Jeff Love, flying Mosquito A52-2, the first Australian built Mosquito to fly in a RAAF operation, had completed their photographic runs over Soerabaya on the 25th; June 1944 when the port engine failed.

The crew thus faced a 1000 mile journey, completely over water, to reach Broome on the starboard engine only. Only those who have experienced a similar situation can fully appreciate the difficulties, forebodings and tenseness in the cockpit. Also the complications associated with the single engine landing in a Mosquito to be made, after a long, tiring & traumatic flight of 10 hours 25 minutes, awaiting for them when they reached Broome at the nadir of their physical reserves.

Mosquito A52-2 was an PB 40 model, modified for PR use and was the first Australian production to be taken on strength of No. 1 PR Unit, Coomalie Creek, NT; on 29th May 1944.

There is, fortunately, often a happy reverse side to such traumas & this was found by this aircrew in an enforced 14 days R&R at Broome, whilst waiting for an engine re-fit. Their time was spent pleasantly chasing scrub turkeys and Mangrove crabs, and undoubtedly, with "crooked elbows" shooting a very big line in the Mess each night.

Jeff is the proud owner of the original cartoon with the aircraft "fully dressed" in PR Blue. Jeff will be pleased to know that A52-2, flew many more operations with No. 87 PR Squadron, before the English built PR Mk. I VI Mosquitos were taken on strength on 4th; March 1945.

Editors acknowledgments to Richard Luxton, the owner of "Coomalie Station" for introducing him to the cartoon & to our member Jeff Love, for rounding the story out for us.

VISIT TO A52-600 at RAAF BASE RICHMOND NSW. On 9/8/95, 105 keen visitors inspected the project, under the auspices of the RSL Clubs of Wentworth Falls, Katoomba & Kurrajong/Colo, ably spearheaded by our member Keith Chew.

The Trip was planned for Harvey ("Red") Armour, who is not in the best of health. Harvey was very keen to see A52-600, as he was one of the 87. Sqn pilots who flew the aircraft. The effort of all concerned to make this trip possible for Harvey is greatly appreciated by this Association, of which he is a member. The "HAT" was passed around, by Keith, & the A52-600 Restoration Fund has benefited by the sum of \$ 741.00 from the interest & generosity of those attending "Harvey's Day" at RAAF Base Richmond.

Thank you all on Harvey's behalf - the three RSL Clubs' Committees, Keith Chew for his organising assistance & all those attending this special day.

# WAR'S END IN BORNEO

通 関 ニ 一 ス ( 七 月 十 四 日 )

日 本

七月二十四日聯合軍艦載機艦上戦隊の六機  
ノ重爆轟機ハヨ不クニ三機ヲ強烈ナル攻撃ヲ成  
セリ。先週一週間に亘リ銃子福州岡崎鹿児島  
並ニ宿務ヲ攻撃シ爆撃ニ依リ破壊セリ。  
戦争論者ニ依リ赤旗カヲ切放サシタ。諸君等、  
前記セル都市ノ何處ニ住ンテ居ッタカ。  
同盟ニ一スノ殺道ニ依リハ日本政府ハ親間ナク  
本エヲ嫌棄セシ、アルヲ常道ヲ歩ム得ニ爲親割  
ナリ。尚且本銀行ハ民衆ニ対シ株更ニ不慮  
ナル引出ヲセアル様ニ苦セリ。  
皇 軍 之 行 進 多 戦 闘 経 緯 意 志 兵 七 局  
二 陸 軍 早 開 戦 力 ハ 可 嘆 ナ ラ ン

マニラ

海軍ノマニラニシテ陸軍ノマニラニシテ  
ハマニラニシテ余見論議ノ結果日本軍ニ対スル  
總攻意ニ完全ナル協力ノ意思見一致ス。

ボルネオ

東川道、亦不才、東西二向テ進軍ヲ請ケ  
サ不才、地固ヲ取待セリ。

支那

支那軍ハ長江沿河飛行場ヲ奪回ス。

ビルマ

順 調 ニ 進 ン 長 江 沿 河 沿 岸 ノ 日 本 軍 一 交 戦 ヲ  
順調ニ請ケ長江沿河沿岸ノ日本軍一交戦ヲ

# Australia Remembers 1945 - 1995



## Commemorating the 50th anniversary of the end of World War II

The two aerial letter drop leaflets featured on this page, are copies taken (reduced in size) from originals kindly provided by our member "Crash" Morgan, who served on Labuan Island, Borneo, with No. 1 (Mosquito) Squadron RAAF.

Quite a number of our ex-service members took part in the Borneo Campaign, & this segment will particularly be of interest to them.

The leaflet in obvious "foreign" language, was dropped over Japanese installations throughout Borneo, advising the cessation of hostilities & surrender instructions.

**TOP MARKS** to the member who can provide a translation for the Editor !!

The leaflet (we can all read) was dropped to Allied P.O.W.'s in all known prison locations in Borneo, & was undoubtedly received with great joy & thanksgiving by those who had suffered such harsh conditions during their incarceration.

Both leaflets were bordered in a bright red surround.

HQ 9th Australian Division  
BRITISH BORNEO  
18 Aug 45

TO : ALL ALLIED PRISONERS OF WAR IN BRITISH BORNEO  
FROM : THE GENERAL COMMANDING 9TH AUSTRALIAN DIVISION AIF

At last the Allies have defeated completely the Japanese, and the Japanese Emperor, on behalf of the Japanese Nation, has accepted unconditional surrender. The necessary arrangements for the implementation of the surrender are now being made between the High Commands of the Allied and Japanese Forces.

Be of good cheer!

I know that you will realise that, on account of your location, it will be difficult to get aid to you immediately, but you can rest assured that we will do everything within our power to release and care for you as soon as possible.

(G F WOOTEN) Major General  
Commanding 9th Australian Division

# AUSTRALIA REMEMBERS

## 1945 - 1995

YES !! your editor is **AWARE** a Japanese reader would have to turn this page on its side to read the message. -- it was simply a matter of utilizing the space on the page to the best advantage.

THAT might shortcircuit the odd letter to the Editor, but keep writing and sending in your welcome contributions, they are the life blood of your Bulletin.

*Sheers Ed.*