

# The Mosquito Aircraft Association of Australia

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

**BULLETIN - No 11 DECEMBER - 1995**

## Australia Remembers



## The Commonwealth Wirraway

The "WIRRAWAY" is without doubt the most famous of Australian aircraft, as its production in 1936 founded the Australian aircraft industry.

Wirraway is an aboriginal name for "CHALLENGE" & what a challenge this must have been to our planners back in the early days of modern aircraft production.

It was originally envisaged as a trainer aircraft, but was forced into service in action in Malaya & the South West Pacific - and in January 1942 became renowned when a force of 100 Japanese aircraft were gallantly engaged by 8 Wirraways over Rabaul.

The Commonwealth Aircraft Corporation was incorporated on 17th; October 1936, with 6 leading Australian Companies as shareholders. Factory construction commenced in April 1937 at Fishermans Bend, Melbourne, where production of air frames and engines would be undertaken.

The decision was taken to investigate USA and European aircraft to determine if the features required in a reliable, general purpose aircraft, could be found

It was decided that the North American (NA-33), with power by the Pratt & Whitney Wasp Engine, closely resembled the type of aircraft the Corporation wished to produce.

This choice was made & production commenced, with some modifications, with the first Wirraway A20-3, off the line and test flown by FLTLT H. Boss-Walker on 27th; March 1939.

The first three Wirraways were accepted by the RAAF in July 1939.

The entrance of Australia into the aircraft production field was prompted by the RAAF expansion program, which in 1935 was planning for an increase in first line strength to 1500 aircraft by 1937. This was a far sighted decision, as evidenced by the numbers &

types of war planes produced from that time in Australia, from the Wirraway through Beauforts, Beaufighters & others, to the de Havilland Mosquito.

It is interesting to note that in December 1941 when the Pacific War commenced, that the strength of several RAAF Squadrons was made up of Wirraways in the main as follows.

Front Line Units.	Location.	Strength.
Squadron No.4	Canberra	12 Aircraft
No.5	Laverton	12 "
No.12	Darwin	18 "
No.22	Richmond	17 "
No.23	Archerfield	12 "
No.24	Townsville	12 "
No.25	Pearce	18 "
		<u>101</u>

Training Units.		
No. 2 SPTS	Wagga	36 "
No. 5 SPTS	Uranquinty	36 "
No. 6 SPTS	Deniliquin	36 "
		<u>108</u>

The WIRRAWAY was first involved in action over Rabaul on 4th; January 1942, when 24 Squadron had 2 aircraft airborne during the first Japanese attack over that town. In the next 2 months it became only too apparent that the Wirraway was no match for the superior enemy aircraft, particularly the speedy Zero & strength was soon reduced to 2 Wirraways and 1 Hudson by enemy action.

The Wirraway pilots in these actions over Rabaul fought with great bravery & gallantry, though greatly outnumbered, but sustained grievous losses.

The Wirraway was used in action in Malaya, where sirens made from tin plates were fitted which

created a frightening screaming sound in a steep dive. These Wirraways were used as makeshift dive bombers, when these "Sirens" appeared to have a demoralizing effect on the enemy on the ground.

No. 12 Squadron with 14 Wirraways was in the thick of the defence of Darwin from the first Japanese raid on the 19th of February 1942, but as the Rabaul experience proved, the Wirraway was not a first line fighter aircraft.

No 4 Squadron, trained in air recce, artillery spotting, photography, supply dropping & the like, was able to demonstrate the worth of the Wirraway when used in action in an Army Cooperation role during the New Guinea campaign.

The Wirraway, with provision for an observer & with relatively slow speed was ideal for such tactical operations and was soon accepted as most versatile in this application. It was on one such operation on the 26th; December 1942 that a Wirraway, flying over Gona, New Guinea, sighted a Japanese "ZEKE" about 1000 feet below, & was successful in shooting down that far superior craft.

The Wirraway was in use throughout the New Guinea campaign, taking part in the actions in Port Moresby, Wau, Sanananda, Sona & Buna, and was still in active use on many in line Squadrons right to the end of the war in the Pacific, albeit in flights of a mainly "domestic" nature.

This was a "Gutsy" aircraft, a well proven Trainer, reliable & forgiving, yet still to be respected - particularly on the landing approach - when a quick, unexpected drop of the wing could prove quite disconcerting.

The use of the Wirraway in operations was a necessity & although lacking in speed and manoeuvrability compared to enemy aircraft, it ably filled a gap in our aerial defence & with the bravery and adaptability of the Wirraway pilots, gave Australia a much needed breathing space.

Long has the Wirraway been regarded affectionately by those who built, serviced and flew her. The Wirraway as a Trainer in Australia played an invaluable part in the Empire Air Training Scheme.

#### ARMAMENT

2 fixed synchronised Vickers Mk. V machine guns firing forward.

Moveable Vickers Mk.1 gun in rear cockpit.

2- 250 lb bombs or  
1- 500 lb bomb under the wings.

#### POWER

Pratt & Whitney Wasp S1 H1  
9 cyl. air cooled radial engine, developing 600 hp at 7000 ft.

3 bladed DH variable pitch propellor

Fuel - 90 gals in two tanks.

Acknowledgements to Aircraft Profiles -154- from which some of this detail on THE COMMONWEALTH WIRRAWAY was gleaned.

The Mosquito Aircrew Association in England advises a Mr. Chatfield, whose father was a Navigator in Mosquitos, is trying to trace his Pilot, PLT LT Ian Stewart Horatio Sydney MACDONALD - RAAF No. 402383.

He returned to Australia in 1945 & joined the RAF Volunteer Reserve from 1949 to 1951, with the service No. 204883. In 1951 he relinquished his Commission in the RAFVR & was commissioned in the RAAF.

The two flew together in Mosquitos with 692 Sqn RAF in 1944 from Graveley & were shot down over Munster, becoming POW's in Stalag Luft 111 until liberated in 1945.

Should any member have any information regarding ISHS Macdonald, particularly current address please advise the Secretary, 4/18 Gordon Street Traralgon, Vic; 3844.

WAL JONES of PO Box 51, MILLTHORPE 2798, Tel: 063-663089 is seeking information on his fathers' service in the RAAF. One of his units was No. 87 PR Sqn based at Coomalie Creek, NT; where he served in 1945.

His father BILL JONES was an LAC, with the mustering of Fitter II A.

If any member can recall Bill Jones, or has photos in which he appears, PLEASE contact Wal Jones direct.

Both Wal Jones and his mother Phyllis Jones are fairly new members of this Association, and Wal is anxious to devote some of his time to volunteer work on the A52-600 restoration.

#### ANNUAL SUBSCRIPTIONS

As shown under the Membership section of this Bulletin, only 36 Members have still to renew their membership. This is an improvement over last year, when 59 members were on the "LIST of THE FORGETTABLE" and this helps our costs in reminding members that Annual Subs are due.

With this Bulletin, an Account is enclosed, with a SAE for those members, whose Subs are still to be paid, for their convenience in forwarding their remittance - and of course TO TICKLE THEIR MEMORIES.

# Australia



# Remembers

# WIRRAWAY WAYS

## WIRRAWAY SONG

(Sing to the tune of "Bless 'em all")

They say there's a Wirraway out on the line,  
All set for a cross country flight,  
Hydraulics leaking and missing its revs,  
It's hoping to get there alright,  
There's many a cylinder running a temp,  
Through having no oil in its well,  
With good navigation and much concentration,  
You'll get there and back just like hell.

Bless us all, Bless us all,  
From Mildura right to Rabaul,  
Bless the Instructors who taught us to fly,  
Bless the O.C. and the C.G.I.  
So we're saying goodbye to them all,  
Let the Wirr's and 'Dura recall,  
The scenes of emotion when we get promotion,  
So cheer up my lads bless them all.

They say the Japs have some very nice crates,  
Now we are no longer in doubt,  
So if a Zero should get on your tail,  
This is the way to get out,  
Be cheerful, be careful, be calm and sedate,  
And don't let your British blood boil,  
And don't hesitate just go straight through the gate,  
And you'll blind the poor buggars in oil.

Oh, Wirraways don't worry me,  
Wirraways don't worry me,  
Oil blowing buggars with flaps in their wings,  
Bugged up spark plugs and bugged up rings,  
So we're saying goodbye to them all,  
As back to the workshops they crawl,  
There'll be only elation and wild celebration,  
When we say goodbye to them all.



Gil Lundberg also trained Bill Orr, a member from Q'land, who served with No. 1 Sqn, in the Borneo campaign.

He also, cunningly took your editor on a 45 minute Wirraway "flip" at Coomalie Creek on 6/1/45, - got out of the aircraft - and cajoled me to go SOLO in the type - MY FIRST S/E AIRCRAFT SOLO FLIGHT SINCE TIGER MOTH DAYS, NEARLY 4 YEARS BEFORE!!! What a joker - I'm still "sweating" Gil - and I wasn't the only one you caught!!! But thanks anyway for getting the type in my log book.

Ed.

## AN INSTRUCTORS RECOLLECTION OF FROSTY WEATHER AT No.5 SFTS, URANQUINTY, ON WIRRAWAYS.

How well I remember those frosty mornings at 5 SFTS Uranquinty, getting our flight of 5 or 7 Wirraways into the air for the days training. The Empire Air Training scheme was well under way and we were training pilots by the hundreds to man the Squadrons in the Middle East, UK and the Pacific.

Our CO at the time was GRPCPT Maxwell, a veteran of WWI, who flew Bristol Bulldogs, but was not fully conversant with the Wirraway, which required considerable warming up before takeoff. "MAXIE" would be out on the tarmac on his pushbike, shaking the ailerons and yelling "Get into the air", But - But Sir - The temp !! "no buts" he would say, just get 'em off the ground. Get the flying hours up was then the name of the game.

I talked with my flight commander, Arthur Bonecut & decided to get some of our pupils up at first light to start up the aircraft, giving them a good warm up prior to the flying program.

The Wirraway was powered by a Pratt & Whitney Wasp, 9 cyl radial engine and the starting procedure after the normal "petrol on" drill was to place the mixture control lever fully forward & give the throttle three full pumps. This injected raw petrol into three top cylinders, then switch on & operate the starter.

Under normal weather conditions this worked well but not on a cold & frosty morning, when the priming count had to be increased to six or twelve. This created a fire hazard, when it was quite normal to see an overflow of burning petrol from the engine, much to the delight of the airman standing by with a foam extinguisher. If this trigger happy gent had his way, it meant the engine would be doused in foam, requiring a days work to clean down - thus no flying in that aircraft that day.

The modified procedure which we had to develop consisted of 6 priming strokes, switch on, turn the engine over & if it doesn't fire, keep pumping but continue turning with the starter until the engine fires & keeps running.

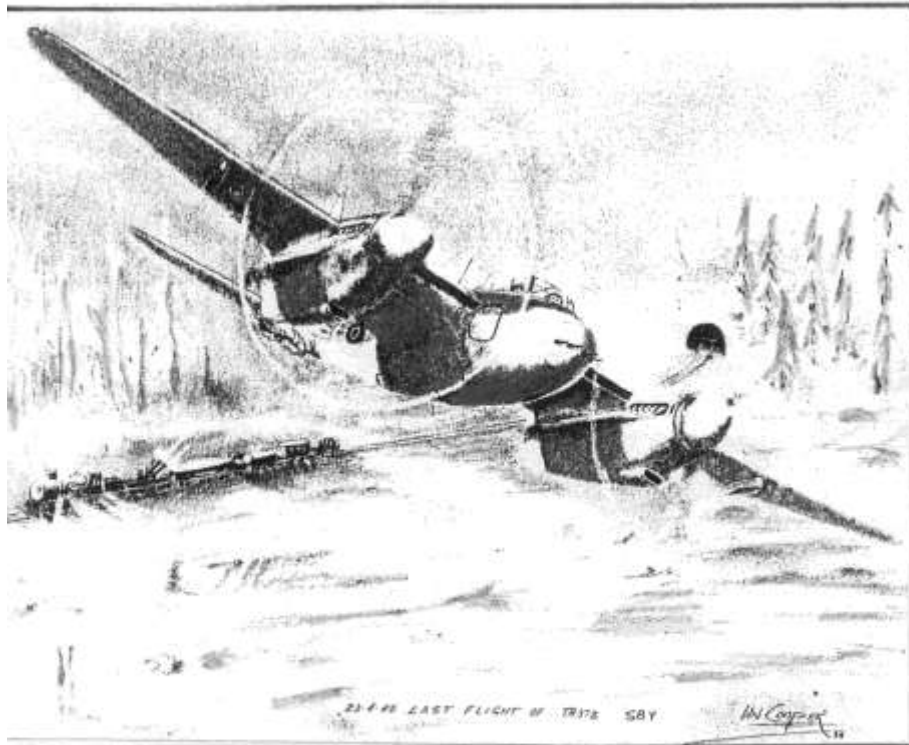
In the meantime, someone has to hold back the eager young airman just busting to use his fire extinguisher.

Another hazard in the mornings was frost on the main planes. Even a small layer of frost would upset the airflow & the aircraft just wouldn't "unstick". I have seen a Wirraway go through fence after fence trying to get airborne after a heavy frost on the wings. So buckets of water were slung over the wings, removing the frost before takeoff.

The above nostalgic memories were penned by FLTLT Gil Lundberg from 2000 hrs of instructional flying on Wirraways. Gil was later a pilot on No. 87 PR Squadron (RAAF), where he flew 18 long range operations in Mosquito aircraft. Gil is a member of this Association, and trained another member, Rolly Furlong, who flew Kittyhawks with No. 80 Squadron RAAF at Tarakan & Balikpapan in the Borneo campaigns.



THE LAST FLIGHT OF MOSQUITO TA 372 -SB-Y on 23rd, April 1945, as told by the Navigator, (then) F/S Aub Taylor, the Pilot was (then) W/O Tim Rutter.



This crew flew with the renowned RAAF Mosquito Squad; 464 and were on their 52nd; operation when these events befell them. They are both members of this Association and are vitally interested in the restoration of Mosquito A52-600.

Aub Taylor tells his story of, - yes, - terror, bravery and hardship without frills and with a puckish sense of humour.

The strange coincidences that can occur are aptly illustrated in Aub's reunion with his Pilot, Tim in the hospital at Brussels - the Pilot & mate he had feared had perished in the crash of SB-Y.

This then is the story of SB-Y's last operation in Aub's own words, with our thanks for his sharing of the experience with us.

The above depiction of SB-Y's last OP is from a sketch by Ian Cooper ex- Fitter IIE RAAF - a new member & friend of Aub Taylor.

" On the night of 23/4/45, 464 Squad; operated 12 Mosquitos on a Mobile Radar Control post attack on tactical targets, in support of the British 2nd Army assault on the city of Bremen. This meant flying straight & level at 10,000 ft; guided by ground control, releasing the full bomb load on command.

Within a millisecond after bomb release "Tim" Rutter had SBY in a screaming dive. We weren't happy up there in the moonlight when our normal habitat was amongst the treetops! As we approached the deck we sighted a steam train, but with more than 300 knots on, could not make a straight on attack. After a circuit we made a quarter approach with cannons & machine-guns. The train was aware of our approach and the twin guns (maybe a Bofors) was pumping lead at us on the way in - Tim never worried about things like that - (he left the fear & the trembling to me !!)

We clobbered the loco & Tim says he scored good strikes along the train. As we went over & pulled up I felt 2 or 3 bumps. The gunner had hit us 50 feet above him at 260 + Knots -- that is called "arse". (Tim felt the error he had made was turning away into the moon but I felt we were hit before then in the tail area.)

With loss of elevator & rudder control, we could not gain height & we just sat hoping the Mossie would go up, not down. I jettisoned the side door, put my chest chute on & sat in the doorway contemplating the ground three or four hundred feet below, & the big paddle-bladed prop, doing 2200 revs a few inches in front of the door. I then felt a "gentle prod" in the back from Tim's boot - I think he was trying to tell me something.

So out I went - the chute was whipped away by the prop wash & I was left holding the ripcord. I don't remember my descent, I don't think it took long & then I was sliding along & then pulled up with a jolt - the farmer had collected all the rocks in the paddock and heaped them up in the corner - that stopped me !!!

I saw SB-Y crash & burn a couple of miles away but never saw Tim & feared he had "gone in" (but he told me later, he was out that quick when I FINALLY got out of his way, that I nearly kicked him in the face.)

With a twisted ankle & a few bruises I could not get away & spent the rest of the night in some trees in the next paddock. Just after daylight I saw about 20 German soldiers walking across the paddocks, spread out looking for survivors, so I sat & waited for the inevitable capture - when they came to the trees they walked around them & continued on !!

I set off South, doing the correct drill - travelling by night, well off the roads & hiding up in the day. After 3 or 4 days my feet became sore & I had difficulty walking,

so I watched a farmhouse - big barn for the animals with living quarters on the end. I saw only an old man & a young girl, so decided to throw myself on their mercy & wait for the war to catch up with me in a dry bed. So I stayed above the farm in some trees that night and approached the barn after daylight, opening the barn door - there was a German NCO sitting and cleaning his Schmiezer machine gun, just inside I don't know who got the biggest shock, but as he outgunned me - I raised my hands.

Inside the barn were about 30 Volksturm footsloggers who had come in during the night for a warm dry bed.

I was interrogated by their captain - and then by a couple of young SS corporals (the unit stiffeners, who had the power of executing deserters etc). They got a bit mad at me, not understanding their questions & stamped on my feet - then got madder because I could not feel anything as frostbite had set in. However it was time to go & they put me on a palliasse on their horse drawn cook wagon (their only vehicle) & continued their retreat.

The next day all of a sudden everyone went for the ditch, leaving me in the wagon, - A pair of Typhoons attacked some trucks ahead of us flaming 3 or 4, and scaring the hell out of me & the horses !! My first experience of the effectiveness of rockets - but on the wrong end of them.

Next day they handed me over to a Field Hospital as gangrene had set in to my damaged toes, staffed by two Majors & a few nurses it was performing amputations of legs and arms with no drugs or anaesthetic, but a bottle of Schnapps, no bandages - only paper.

One doctor told me my feet would have to come off but the other thought he could save them. He froze them again in oiled silk bags of ice, then a nurse took them out, periodically clearing off the dead skin & nails, then putting them back in the ice. This went on for a few days, but in the meantime the Hospital was liberated by the DORSET Light Infantry ( a 2nd; Lieutenant, a padre & a Trooper, in a Bren Gun Carrier) on the 2nd; or 3rd; of May.

The treatment of constant cleaning continued & a few days later the gangrene had cleared up & I was evacuated to Celle by ambulance, then flown to Brussels and hospital. I was lying on a stretcher in the admittance area when I heard a familiar voice in the next room. It was Tim Rutter getting some outpatient treatment !!! He was back on the Squadron at Brussels.

Then & later I heard his story- as he put it "pretty simple and uneventful." - He baled out, took off South, was captured after a few days, disarmed and disabled his guard, escaped, got to the front lines in the middle of a skirmish between British & German soldiers, then had a job convincing a Brit that he was not Attila the Hun!

Yeah - simple and uneventful - MY EYE !!

Thus ended our 52nd; Operation, and SB'Y's demise, after having carried us on 12 of them - all in the month of April 1945.

Tim remained with the Squadron in the British Occupation Forces until 464 Squadron was disbanded in September 1945. I was evacuated to England & then came home to Aussie.

England, made F/O - the whole through a series of typical back dated promotions - with perhaps a little allowance for taking on the German army!!

We thank Aub for his contribution to our pages. Ed.



Aub Taylor

For the record, (in rapid promotion), Aub was shot down a FLT SGT, upped to W/O the day he reached Brussels, informed by the Matron the next day he was a P/O, then 3 days later in

Two good books recommended for your reading.

"BLACK JACK" - Author Group Captain Brian "Black Jack" Walker DSO RAAF. This book is written in a most readable flowing style and relates a lifetime ( 50 Years ) of flying from pre war RAAF, active war service, test pilot, instructor and civil aviation after discharge.

His anecdotes will enthrall the reader, as he relates his experiences in logging 130 aircraft types, ten crashes, test flying and his time spent testing the de Havilland Mosquito in England & Australia, an aircraft he delighted in flying. He maintained that though there was not one single aircraft that helped win the war, but the Mosquito was one of those that did.

Published by Banner Books, PO Box 937, Belconnen, ACT 2616 - or from your friendly News Agent or local Book Store.  
Price. \$40 in hardback.

No. 456 Squadron (RAAF) Reunion

Bob Cowper has advised that this reunion will be held on 6th; to 10th; May 1996, at Lake Macquarie N.S.W.

"FIGHTER NIGHTS"- Author Squadron Leader John Bennett. The book was launched at the "Wings over Australia", Aviation Art Gallery - Glenbrook N.S.W. on the 5th; November 1995. This is the history of the only Australian Night Fighter Squadron during WW II, and will undoubtedly be rushed by ex-members of the Squadron concerned, No. 456, flying Mosquito aircraft.

This is a factual and stirring story, outlining amongst many engagements, the story of one of our members, Bob Cowper DFC & Bar Australia's highest scoring night Ace. His foreword to the book is well worth repeating. " memories of those days are filled with a wide range of emotions. the dry mouthed feeling of intruder missions, far over enemy territory; the responsibility of correctly recognising an aircraft in the blackness of night; the awful weather encountered, the boredom at times, on patrol; the wonderful parties to relieve tension; the sadness at losing a friend; the cramp & cold of the cockpit; the utter reliance on our instruments; the joy of deep enduring friendships; and last, but not least, the pride in being part of a team that played a significant role in our winning the war in the air, at night in particular."

Published by Banner Books - Address as in BLACK JACK above with the same outlets.

Price \$40 in hardback

## NOTES ON THE RESTORATION.

The following outline of SQDLLD P.C.J. French's and Mr. F. Morgan's backgrounds will be of interest to members, as their current activities in the restoration of Mosquito A52-600 are vital to the efficient management of a difficult and complicated project. They are to be thanked for their interest and endeavour in an undertaking which means so much to the membership of this Association.

### RAAF Career Biography

Squadron Leader P.C.J. (Colin) French BSc, BE

Colin French originally from Qld, joined the RAAF in 1981 as a cadet at the RAAF Academy which was then located at Point Cook, Vic. At the RAAF Academy he completed a Science degree with a double major in Physics from University of Melbourne and other RAAF Academy academic studies including Aeronautical Engineering. After this he spent some time as a student pilot on CT4A piston and Macchi jet aircraft at Point Cook and Pearce, WA.

In 1985, Colin French transferred to the Engineer Branch of the RAAF. Between 1985 and 1989, Colin spent time as a junior engineer officer primarily involved with the F-111 aircraft at No 3 Aircraft Depot at Amberley in Qld; at the same time Colin completed -by part time studies- a degree in Mechanical Engineering.

Between 1990 and 1992, Colin spent time in Melbourne in a procurement, logistics and technical management role with specialist motor vehicles and fuel quality control for the RAAF.

Between 1993 and 1994, Colin was based at Richmond NSW as the head of the 503 Wing engineering design office and designed ground support equipment and more significantly, many repairs for the C130 and other aircraft.

Colin has since held senior positions in the Air Lift Logistics Management Squadron at Richmond and is now the head of the Aerial Delivery Centre of Expertise, where he is responsible for all aspects of aerial delivery (air drop, air transport and external lift) engineering design and development for the RAAF.

Colin was given the responsibility of OIC Mosquito early in 1995 and has been inspired by the history of the aircraft and the interest shown by the people who have been associated with the aircraft in one way or another. In the relatively short time that he will be involved with the project, he hopes to set up the restoration project as a viable concern - assuming that it is possible to achieve airworthiness. Above all he recognises the need for a major sponsor for funding and an organisation that is administratively and technically competent to efficiently operate with the very limited available resources.

### Fred Morgan

### Restoration Manager

### A52-600 Project



### Mr. Frederick Morgan.

Following the taking over of the A52-600 restoration as OIC by SQDLLD P.C.J. (Colin) French, Fred Morgan (a new Member and Restoration volunteer) has taken on the position of Restoration Manager.

Fred has had a long affiliation and affection for the de Havilland Mosquito and the experience he has gained with the RAF and later, the de Havilland company, on the type, will prove valuable to the project.

Through long service with the RAF, Fred serviced all types of service aircraft and spent 3 years in the Middle East with 247 Squadron Maintenance Unit.

Through these pages our whole membership wishes Fred well in this new undertaking, and applauds his desire to be of practical assistance to the restoration of Mosquito A52-600. We are fortunate to gain the help of someone trained as a Technician in aircraft engineering and with a background of Management experience in the field.

Thank you Fred.



### Squadron Leader

### P.C.J. FRENCH

OIC  
A52-600 Project.

## MOSQUITO A52-600 NEWS

### RESTORATION PROJECT POINT BRIEF NOTES

#### RICHMOND NSW

- \* Many visits from interested people.
- \* Mr Fred Morgan has joined team as Restoration Manager. His duties include those as listed at Annex A.
- \* Mr John Corby, formerly working as an independent aeronautical engineer, has now joined the CAA. He is now investigating the matter of CAA requirements for the Mosquito to fly. Included in his investigative charter are the following issues:

recognition of the 503WG maintenance control documentation;

authorisation of key RAAF and some civilian personnel to carry out maintenance tasks; and,

the level of authority necessary to approve use of alternate materials to the timbers specified and level of authority needed to approve the various necessary overhaul procedures developed for Mosquito components. control.

It is noted that this issue is the most critical and needs resolution before any other significant restoration of components can be conducted.

- \* C. French is yet to secure major funding, but this will take much negotiation and time to organise. Suggestions to secure funding from local and state RSL organisations have been taken on board, however, the major funding (require about \$1M) is the priority.

## NOTES ON THE RESTORATION

(It is noted that this is the second most important aspect of the project that needs resolution. It may take some time to get some progress - so patience is required. Major funding of the project should not be jeopardised by hastiness, for instance, awarding major sponsorship to a company/organisation that is unable to provide the level of funding required to complete the project in a satisfactory timescale.)

Mr Baxter, from the Historical Aircraft Preservation Society was contacted regarding the Scheyville site for Mosquito components. Unfortunately, few spares are available, as three containers loads of spares (half of which were for Mosquito) were stolen. He and some of his contacts will be used for casing up more spares over the next month.

SQNLDR Ian Stuart of 503WG has allowed the use of aircraft depot facilities, including hydraulic, surface finishing (painting) and general engineering workshops for overhaul of mechanical components- providing the CAA authorisations are provided. His workshops are accredited to ISO 9001 and so all official work (including Mosquito components) that is conducted needs to be accompanied by acceptable documentation.

Work has commenced, although very sluggishly, on an audit of all components necessary to identify missing components and record the location of those in our possession.



MOSQUITO A52-609. Over  
Darwin in 1945

PR Mk. XVI

More details of work completed next Month.

C. FRENCH

Restoration Manager

ANNEX A

VALE

NANCY J. JOHNSTON

Nancy Johnston was a valued member of this Association and will be sadly missed by family and friends, and we deeply regret as we record the 1st; September 1995 as the date of her passing.

Nancy was the widow of FLTLT Neil ("Bosko") Johnston - Pilot ex- No. 87 PR Squadron, and continued her keen interest in the Mosquito aircraft and aviation in general, to the extent of being a patron of the Narromine Aero Club, and being instrumental in that Club becoming our first Corporate Member.

Nancy is survived by her son Graham, daughters Andrea, Julia, Sally and families, who are offered our deep sympathy in their loss.

- Provide advice to members assisting the restoration on the interpretation of technical requirements for reworking components, specified in drawing and/or other publications
- Provide guidance on the sequence of rework steps to be taken to restore components
- Develop a register and filing system for the tracking of components in the rework process.
- Assist in establishing contacts with appropriate sub-contractors for the restoration of Mosquito components.
- Resolve issues of priority for which items should be reworked.
- Audit the existing documentation trail for restoration completed thus far.
- Assess the quality and thoroughness of the documentation against CAA requirements.
- Provide advice on CAA regulations where possible
- Keep abreast of correspondence in the Mosquito administration files.



Launch of Robert Taylor prints and the book by John Bennett "FIGHTER NIGHTS"

This book outlines the history of No. 456 Squadron RAAF, and the launch took place on 5/11/95 at the "WINGS OVER AUSTRALIA GALLERY", Glenbrook, NSW.

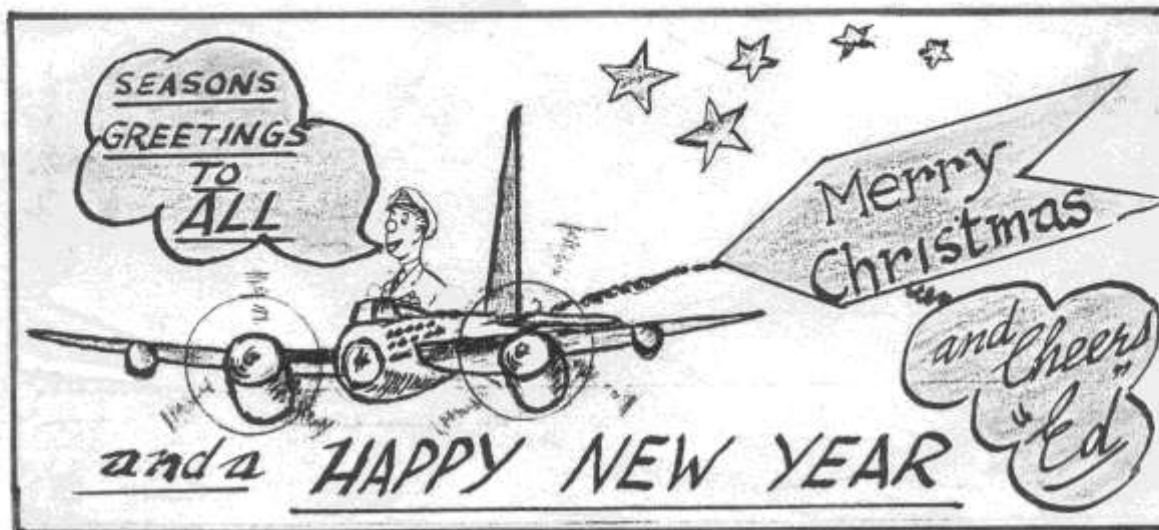
Two signatories to the Prints of the Painting "RANGERS ON THE RAMPAGE" were our members Bob Cowper DFC & Bar and Fred Stevens DFC MID; both ex pilots, who served operationally on 456 Squadron.

As a result of the launch and by arrangement with Niall Guiney of the WINGS OVER AUSTRALIA GALLERY, 20% of the Book Sales returns have been donated to the Associations' A52-600 Restoration Fund. This contribution of \$400 by Banner Books is most gratefully acknowledged

Also BANNER BOOKS, the publishers of "BLACK JACK" & "FIGHTER NIGHTS" have kindly given permission to the Association to quote from these books in our Bulletins to our Members.

The saga of the de Havilland Mosquito is also well covered in the book "SIX ACES" by Lex McAuley, as it contains a full account of the operational career of SQDLDR Charles Scherf DSO DFC & BAR, an Australian Ace.

BANNER BOOKS will be pleased to send their book list to any of our members who request this information. Books purchased are sent post free within Australia. BANNER BOOKS specialise in Australian Aviation titles.



# BRIC - A - BRAC

## FOR THE ELDER MEMBERS - A LETTER TO YOUR WIFE

From you of course - YOU THINK !!

Just a line to say I'm living, that I'm not alone or dead;  
 Tho' I'm getting quite forgetful, and more mixed up in my head.  
 For sometimes I can't remember, when I stand at the foot of the stair  
 If I must go up for something or have I just come down from there.  
 And before the "frig" so often my mind is filled with doubt;  
 Have I come to put the food away, or have I come to take some out.  
 And sometimes when it's dark, with my nightcap on my head;  
 I don't know if I've just got up, or am I going up to bed.  
 So if its my turn to write to you, there's no need to get sore;  
 I might think I have written, and don't want to be a bore.  
 But remember I do love you and wish that you were here;  
 And now it's nearly mailtime, so I'll say goodbye my dear.  
 Here I stand before the mail box, with my face so very red.  
 I have'nt mailed your letter, I opened it instead.  
 My bi-focals I can manage, my dentures fit just fine;  
 I can turn up my hearing - but 'GOD' I miss my MIND !!!



## "NO UNDIES AT ALL"

A "GEM" of a story, illustrating the adaptability & ingenuity of the Australian Digger & a hitherto unknown facet of our well known cricketer, LINDSAY HASSETT'S, inventiveness.

Our member, Peter Clarke, who spotted this tale in a Legacy bulletin, was also an artillery officer and tells us his unit

adopted this same comfortable & hygienic state of near undress in the uncomfortable tropical heat and humidity of Milne Bay, where he was attached to RAAF No.76 Kittyhawk Squadron, under the command of SQDLLD K.W. "Bluey" Truscott DFC & Bar, as a gunnery advisor (bet that was a lousy job Peter!!)

After the Japs came into WWII, my Heavy Anti-aircraft Battery (Mobile 3.7"s) returned to Australia from the Middle East and was sent to Port Moresby, where air raids had already started. Great Britain was ahead of the rest of the world in radar, especially in the use by A.A. guns against enemy shielded by cloud or in the darkness of night (without the assistance of searchlights). With the exalted promotion to Lance Sergeant I was given the job of setting up a gun layer - radar at a secret site. My crew consisted of about 16 blokes, all trained and very competent, filling rosters to give 24 hour information to our gun sites. This was a period of daily bombing raids supported by scores of zero fighters. Night-time meant constant "red warnings" - Jap planes in ones and twos "casing the joint" for the bombing raids next day.

My team was quite outstanding, stretched, weary but in good spirits. The food was lousy and the only water collected in drums from the town supply by a battered utility. We all developed tinea, which got worse by the day, painful buttocks, groins and genitals, and no medical facilities available. One of my blokes was Lindsay Hassett, later to be one of the greatest cricketers Australia ever had. He supported me in every way, I shall never forget his cheerfulness, kindness and gentle advice; a wonderful mate.

Hassett invented a cure for this horrible affliction. One morning he paraded in socks, boots and a SINGLET, nothing else. Take one Chesty Board singlet, hold it by its hem, put each foot into the arm holes, gently pull the garment upwards until the shoulder straps lightly reached each groin, tie a piece of string around the waist and let the garment fall to make a lap-lap (or kilt or skirt or whatever) and acquire the female skill of sitting down discreetly (no knees apart nonsense). Weeks later NO TINEA! NO PAIN! NO PROBLEM! Just hot, dry air circulating where it was most needed, O joy indeed.

In an article in a recent R.A.F.P.R. Magazine titled '50 Years Ago', some astounding statistics were brought into focus. For instance, by the end of WW2 no less than 505 RAF Squadrons were operating from 1000 airfields in the UK. Almost one quarter of this number were manned by Commonwealth and Occupied European personnel. Canada provided the largest contingent by far with 45 Squadrons number in the RAF sequence, followed by Australia (17), Poland (15), France (12), New Zealand (6), Norway (5), Czechoslovakia (4), The Netherlands (3), The USA (3) Belgium (2), Greece (2) and Yugoslavia (2). There were 78 operational squadrons of Lancasters, Halifaxes and Mosquitos.

Going back to 1945 the RAF's personnel strength consisted of a total of 190,256 officers and 1,006,267 airmen, the vast majority of whom were volunteers or conscripts for the duration of the war.

But victory had not been achieved without a high price. A total of 70,253 RAF aircrew were lost between 3rd September 1939 and 14th August 1945 with no fewer than 47,293 RAF and in excess of 7,000 Commonwealth aircrew being lost from Bomber Command alone. The Airforce Memorial at Runnymede commemorates the names of 20,435 who were lost during the Second World War and who have no known grave.

## Doctored Definitions

Post-operative: letter carrier;  
 Seizure: Roman Emperor;  
 Tibia: Country in North Africa;  
 Urine: opposite to "You're out".



"I FLEW SO LOW  
 OVER THE SEA  
 THAT MY ASS WAS  
 SHOWING KNOTS"

One night a young amorous  
 Sioux  
 Had a date with a lady he knioux.  
 The coronor found  
 The couple had drowned  
 Making love in a leaky canioux.

"daffy definitions"

Then there was the whale that fell in love with a submarine.  
 Every time it fired a torpedo the whale handed out cigars.

Defence: construction dividing your house from the neighbours;

Thor: Scandinavian god of acheth and painth;

Instinct: The hotel was in need of air freshener;

Pitcher: Equivalent of 1000 words.



# MEMBERSHIP

Our Members' Register now records a total of 249 Members. This includes 36 Members who have still to forward their 1995/1996 fees to remain financial and to receive the Bulletin. Reminders accompany this Bulletin for those few "FORGETTING FELLERS"

With the Christmas Season approaching, those parents & grandparents amongst us, whose progeny exhibit interest in things aeronautical, are reminded of our Junior Membership provisions. which are : -

Age. 1yr to 13yrs - \$10 Joining Fee only- no Subscription or Bulletin till

Age.14yrs to17yrs - \$12 Subscription - with Bulletin

Age.18 yrs - Adult M'ship; commences at \$20 Subscription.

Junior Membership may suggest a welcome Christmas present for the young people.

Recruiting. Quite a number of our new members are recruited by existing members. Should you wish to introduce a possible new member, just forward name & address of your prospect and an information package will be sent out to the nominee promptly.

We find many people, all age groups and occupations are most intrigued and interested in the saga of the survival of A52-600,only needing some encouragement to join us in our endeavours to assist the RAAF in this restoration project.

Financial Support. Some members & the public have forwarded donations to the A52-600 Restoration Fund & these donations received since 1/7/95, total \$ 2413. Notes of appreciation have been sent to the donors & as is the custom will be publicly recognised by name in the Annual Report.

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The following new members are thanked for their interest in the Association and our goals and cordially welcomed to our fellowship.

Cogan A.	Anne	54 Hazelwood Rd; Traralgon 3844 - daughter of FLTLT S.Cooper,Pilot Battle of Britain 253 & 1 Sqdns
Hopkins J.	Peg	Widow of FLTLT K. Hopkins,Pilot Beaufighters Mdl;East
<del>Franklin R.</del>	<del>Bob</del>	77 Atlantis East, 2 Admiralty Dve;Paradise Waters4217
Franklin R.	Bob	PO Box 40804 Casuarina NT 0811-Pres.The Aviation Historical Society of the Northern Territory.
Beynon J.A.	John	19 Dean St;West Pennant Hills 2125 - Fitter, worked on Mosquito with de Havilland. Later helped in restoration of Mosquito A52-319 for War Memorial.
Jones P.	Phyllis	19 Cox St; Rylstone, 2849 - Mother of Member Wal Jones & widow Bill Jones - Fitter 87 PR Sqn 1945.
Fardy A.F.	Andrea	3/56 Owen St; Port Macquarie 2444 - daughter of FLTLT Neil(Bosko)Johnston (Dec) ex 87 PR: Sqn and Nancy Johnston (Dec) who was a valued member of this Association.
No 23 Flight	NSW	PO Box 642 ST. Marys 2760
Air Training Corps		
Barrett D.	Dean	Sir Elly Kadoorie & Sons, 24 Floor, Georges Bldg 2 Ice House Rd; Central Hong Kong - Nav ex No 1 Sqn.
Walker M.H.	Morrie	PO Box 78 Stanhope 3623 - Pilot 140 Wing RAF.
Cuming H.	Hamish	331A Pennant Hills Rd; Pennant Hills 2120 - WO, ATC; Volunteer on A52-319 and A52-600 restorations.
Goddart S.J.	Syd	1 Conrad Crt; Spearwood 6163 - Pilot No.1 Sqn.
Cooper I.W.	Ian	171 Turpin Rd; Labrador 4215.- Cpl. ex RAAF Fitter IIE
Morgan F.	Fred	96 Hermitage Rd; Kurrajong Hills 2758 - ex RAF Tech Aircraft engineering,overhaul & rebuild Mosquitos, now retired - Restoration Manager - A52-600 project.
Ray B.F.	Betty	6 Grandview Rd; Lakes Entrance 3909 - Widow Neil Ray ex Cpl 87 PR Sqn Photo Tech RAAF.
Ray I.R.	Ian	71 Morey Rd; Beaumaris 3193 - Operations Manager - son of Neil Ray as above (dec).
Ray G.R.	Graeme	174 Gladesville Blvd; Patterson Lakes 3197 - Service Technician - son of Neil Ray (dec.)

Victorian Presentation of Robert Taylor limited edition Prints.

On Sunday the 19th; November, the Vice President, Ken Johnston and the Secretary Allan Davies attended the presentation of Robert Taylors' recent paintings, "Rangers on the Rampage" and "Shipping Strike". The first being of low level "Day Ranger" attack Mosquitos over Europe and the second a Beaufighter straffing attack on enemy shipping off New Guinea.

This was the Victorian release, held at Norman Hamilton Hall, Richmond, Melbourne, under the auspices of "AVIATION ART" and hosted by John Rayner, Managing Director of "Aviation Art", who is to be congratulated on his excellent display of a large number of Robert Taylor prints, framed and each with individual lighting.

This display, in an admirable venue, created great interest amongst the many attending this function, who kept the artist very busy autographing prints of his paintings and books on his background as an artist and many aviation prints.

Amongst the Aircrews who were signatories to the new issues are our members SQDLDR Bob Cowper DFC \* and FLTLT Fred Stevens (who was present at the function) with other Association members, his navigator Andy Kellett and Peter Lake.

It was good to meet again with the artist, Robert Taylor and the managing director of the Military Gallery, Pat Barnard of Bath, England, who are on their second trip to Australia this year.

Signatories to other of Robert Taylors' prints on display were present, namely SQDLDR F.A.O. Gaze DFC \* \* and SQDLDR Ian McRitchie DFC.

Aviation Art Gallery is located at Sandringham (Melbourne Vic;) Victoria.

Mosquito A52-2 at Coomalie Creek NT - 1945



Neil Ray    Phil Spielvogel    Unidentified  
87 PR Squadron Photo Section

This was the first Australian built Mosquito to be taken on 87 Squadron strength on 29th; May 1944.

Following 44 operational flights, A52-2 was named "OLD FAITHFUL", and the name and operational insignia painted on the forward fuselage on the port side, in 1945.

This was also the first Mosquito to fly operationally in the South West Pacific Area from a RAAF Squadron.

A52-2 was a FB Mark 40 Mosquito modified for Photographic Recce work, built by de Havilland Aircraft Pty Ltd;

On 1/6/1944 this aircraft, crewed by FO Ken

Boss-Walker & PO Jeff Love flew the first operational RAAF Mosquito flight over enemy territory to Ambon in a flight time of 7 hrs; 10 mins.

It should be recorded that the first Mosquito to be used in operations in the European war theatre was also a PR model. This old photo, made available by Mrs Betty Ray did not photo copy well & the front fuselage and record of Ops had to be retouched.