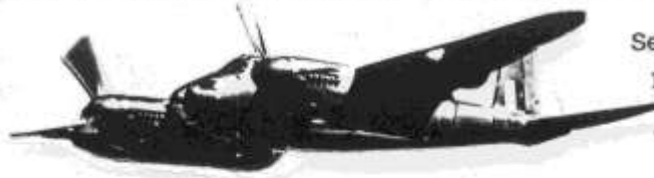


The Mosquito Aircraft Association of Australia

President: Max Ripper
63 Moore Street
Rosedale, Vic, 3847
Tel: 99-2469



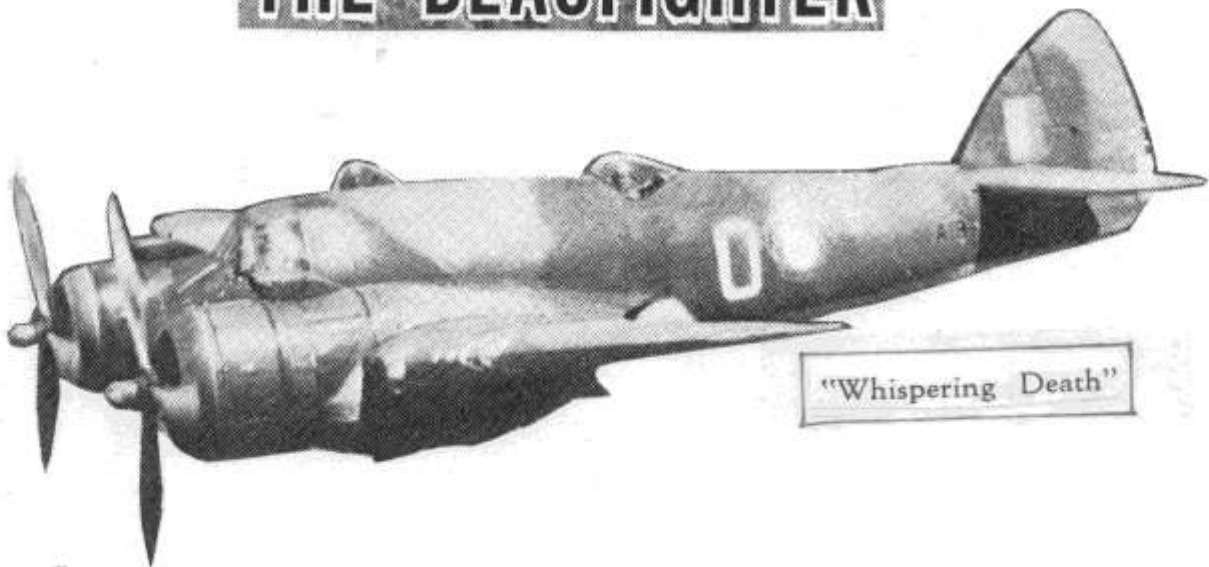
Secretary:
Editor

Allan L. Davies
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Traralgon, Vic, 3844
Tel: 051-745906

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

BULLETIN - No 14 ~ DECEMBER ~ 1996

THE BEAUFIGHTER



"Whispering Death"

The Bristol Aeroplane Company first started planning the Beaufighter in 1938, as war clouds gathered in Europe. The coming need for a long range fighter, with an effective strike capacity was obvious and the need urgent.

The structure of this new aircraft was based broadly on the Beaufort Bomber, but with more powerful engines and larger propellers. The fitting of the larger propellers required the nose of the aircraft to be shortened.

RAF Squadrons first operated the Beaufighter in the European War Theatre in September 1940.

In addition to Bristol, Faireys received a contract, and later in January 1943, Beaufighters were produced in Australia at Fishermans Bend by the Department of Aircraft Production and the first Australian built Beaufighter first flew on 26th; May 1944.

However, British built Beaufighters were flown by the RAAF in the SWPA in 1942 by No. 31 RAAF Squadron, based at Coomalie Creek NT and No. 30 RAAF Squadron in New Guinea. In March 1943 the Beaufighter received world wide acclaim as the aircraft from which Damien Parer photographed his epic of the battle of the Bismarck Sea. No. 30 Sqn; first flew Beaufighters in action on 17th; Sept; 1942 and No 31 Sqn's first operational flights took place on 17th; Nov; 1942. No's 22, 92 and 93 RAAF Squadrons were later equipped with the Beaufighter.

Donations of \$2 and upwards are allowable Tax deductions.

THE BEAUFIGHTER.

2

This aircraft proved itself to be a tough and reliable strike aircraft in the SWPA, particularly at low level when its approach to the target was so silent that the Japanese suffering these attacks named it "WHISPERING DEATH". Operations often involved long flights over water to reach targets and the conditions under which the aircrews and groundcrews operated were often primitive in accommodation, with great difficulties in supply and maintenance.

The Beaufighter proved most suitable and effective in the SWP War Zones' difficult conditions, and was undoubtedly a formidable factor in the defeat of the Japanese, mainly through the constant low level attacks on enemy land installations and shipping.

This fine aircraft was resilient, most adaptable and readily accepted by the men who flew and serviced them. It was flown in many of the War Theatres including Burma and the noted defence of Malta and the shipping strikes from that base. The Beaufighter flew as a Fighter, Fighter Bomber, Night Fighter, Torpedo Carrier, Ship buster, and was particularly adaptable for low level attack. There were many versions of the Beaufighter and the power plant varied accordingly.

Broad Specifications are : -

<u>Type</u>	Two Crew, day and night fighter, readily adaptable to other use
<u>Wings</u>	All metal monoplane in three sections.
<u>Fuselage</u>	All metal in Three sections (tips of Tailplane in Wood)
<u>Undercarriage.</u>	Retractable (hydraulic) Retractable tail wheel(forward into fuselage).
<u>Power Plant.</u>	(Mk 1) Two 1400 hp Bristol Hercules XI fourteen Cyl; radial air cooled engines with 2 speed superchargers., 3 bladed Rotol constant speed, feathering airscrews with metal blades.
<u>Fuel capacity</u>	550 imp gals
<u>Armament.</u>	Four 20mm Hispano cannon in fuselage - six .303 Browning Machine guns in wings.
<u>Dimensions.</u>	Span 57' 10" , Length Mk 1 41'4", Height 15'10" Wing area 503 Sq ft. <u>Weight</u> all up 21000 lbs.
<u>Performance.</u>	Mk1 Max speed 321mph at 15800', Stalling speed 83 mph, flaps and undercarriage down. <u>Service ceiling</u> 26500' <u>normal range</u> 1170 miles <u>Endurance</u> 8.5 hrs.

A DANGEROUS MISSION INDEED.

Some of our ex - 464 Squadron RAAF members will recall FILTLT Archie J. Smith, a pilot of that notable Australian Squadron . They will be saddened to learn of his passing in Melbourne on 11/8/96.

Archie took part in a most unusual Mosquito operation, not generally publicly known, on the 10th; May 1945, when 2 Mosquitos of 464 Sqdn were tasked to carry the German Generaloberst, Alfred Jodl and his interpreter from Flensburg to Berlin at low level. Jodl was the Deputy Chief of the German Armed Forces, and in Berlin was to sign the surrender documents, witnessed by the Russian General Zhukof, of the German Luftwaffe.

The 2 Mosquitos took off from the forward base at Brussels, landed at Flensburg, then with their passengers flew on to Berlin, landing at the heavily mined Tempelhof aerodrome. Whilst hostilities had ceased on the British Army Front the war was still "very much on" in Berlin as fierce engagements raged on there between the German and Russian Armies. Archie was among the first of the allied servicemen to reach the war torn German capital.

FILTLT Archie J. Smith also took part in the noted 464 Sqdn raid on Gestapo HQ in Copenhagen.

The 2 crews in this unusual operation when the Mosquito aircraft played an active part in the surrender of the German Luftwaffe were : -

SQDL D Clayton Carrying Alfred Jodl and his interpreter

FILTLT A.J. Smith / WO Green - flying as navigator



MEMBERSHIP

Since the issue of our last Bulletin, the following new members have been admitted and we warmly welcome them to our ranks. It is most pleasing to note the high incidence of the number of new members being brought to membership by the enthusiastic influence of existing members. The restoration of this old war plane seems to reach out to the public with great appeal. All members can be part of our PR campaigning - simply by wearing your Mosquito lapel badge when on public or social occasions. You will find this little badge is a great conversation maker, and the enquiry you receive about it, provides a great opportunity to relate the story of A52-600's restoration and this Associations' involvement, often resulting in a new membership.

Woodman R.A. Roy 32 Sugarloaf Crs; Castlecrag 2068 - Nav ex 456 Sqdn
Retired Professor of Law.
Bechaz L. Leigh 65 Princes Highway, Warragul 3820 - Aviation enthusiast.
Armour M. Myra 122 Blaxland Rd; Wentworth Falls - Widow of Harvey
("Red") Armour, continuing his membership.
Forty W.E. William Newry Rd; Tinamba 3859 Ret. Dept of Civil Aviation,
ex Nav W.
Granger J. Joyce 2/8 Annetta Ave; Ashburton 3147 - Widow of Keith Granger
continuing his membership.

The 5th Aircrew Reunion Gold Coast '97

P.O. Box 6511 GCMC Bundall 4217
Telephone Chairman (07) 55 318 375
Facsimile (07) 55 318 318
Secretary (07) 55 765 081

This Reunion will be held at Conrad Jupiters, Broadbeach, Gold Coast, Q'land from Friday 23rd May 1997 to Tuesday 27th May '97.

Entrants have the option to attend the 5 day programme or the functions arranged for the first 3 days only. This Association was well represented at the 1995 reunion, and your editor (who will be attending) can thoroughly recommend this gathering as a most memorable occasion - not to be missed !!

← Write to the address or telephone for full particulars - details of programme, transport and accommodation etc;

DID YOU KNOW?

The greatest number of flying hours accrued by a turbofan engine in commercial service without removal from the airframe since installation is in excess of 20,900 hours!

This remarkable record is owned by a Rolls Royce RB211 engine which is fitted to a Delta Airlines Lockheed TriStar which flies daily between Atlanta and Gatwick.

Installed in April of 1987, it had reached its record-breaking total by August 1991, thus beating the previous mark of 20,534 hours, set by a General Electric CF6.

Operating for approximately 16 hours a day, this durable donk is estimated to have covered about 10.45 million miles (16.82 million kilometres) during that period.

The Display of Mosquito A52-600 as a progressive restoration project. As this Bulletin is going to Press a bit earlier than usual, this Display at RAAF Base, Richmond on the Open Day on Sunday, 17/11/96, will be reported on in our next Bulletin.

The Richmond volunteers have worked tirelessly to set up this most interesting exhibit, which could well be a feature of this restoration, if continued when the aircraft is transferred to the RAAF Museum at Point Cook early in 1997.

More detail on this exhibit is outlined in the report by SQDLDR Colin French appearing later in this Bulletin.



NOTHING REALLY CHANGES !!



A Queue is a Queue is A DAMNED QUEUE !!%**X

WANTED

MAGNESAN RI COMPASS AND
PII (PILOTS) COMPASS.

These two instruments will be needed for the restoration of Mosquito A52-600.

Members having any knowledge of the whereabouts of these or other instruments used in Mosquito cockpits, PLEASE pass on your information to the Secretary.

We thank our member Peter Waugh for this contribution to the Bulletin. Peter joined No. 87 PR Squadron in 1949 as a pilot, serving later in Japan & Korea. He joined Qantas in 1956, rising to command in 1966 on 707 & Jumbos 1975. It was in London that he met Dr. Ron Wambeek, who wrote this most lucid description of his crash landing at Meiktila. Retiring in 1983, Peter is now a grazier in NSW.

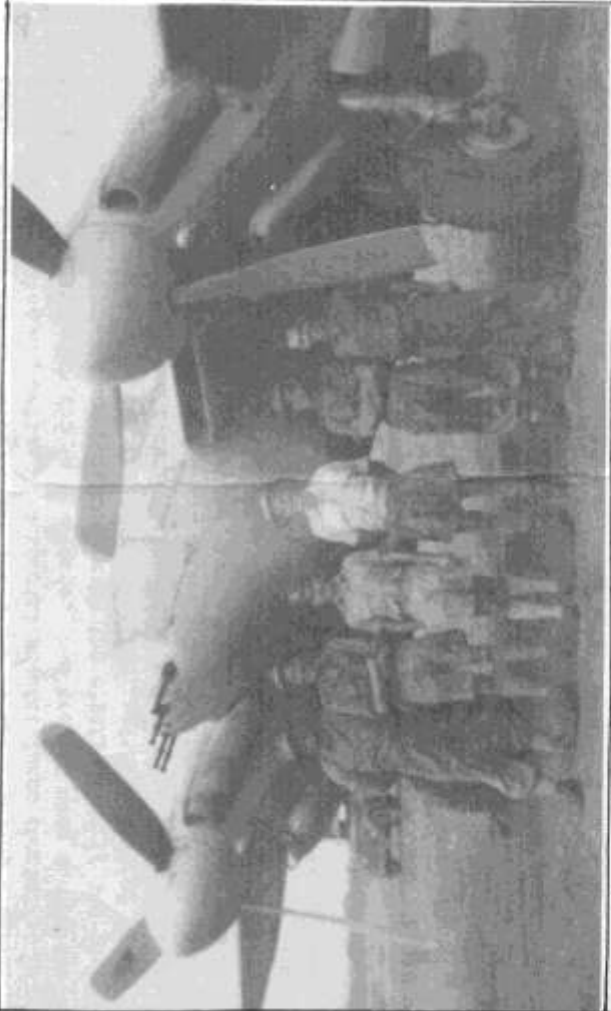
CRASH LANDING AT MEIKTILIA

Dr. Ron Wambeek.

Central Burma. 8th March 1945

Mosquito Mk VI FB HR311 'Anopheles';

No.82 Squadron, Royal Air Force



Ron Wambeek (3rd from left) and his Mosquito 'Anopheles'

It was near mid-day, and my labouring starboard engine was overheating badly. Merlins never did like the tropics. With almost 100 miles to go to Sadaung, I altered course for Meiktila airfield which lay ahead and just off our track.

I was Flying No.2* in a section of two aircraft. We had dropped our bombs on a bridge over the Sittang River at Pinyinana, where Japanese reinforcements were coming in from Indo-China, and then swept low over nearby Lewe II airstrip in the hope of catching Japanese fighters on

the ground. It was here that my aircraft had been hit by an accurate burst of machine gun fire. The port engine had been struck and streamed glycol; inter-comm with my navigator had ceased and it became apparent later that the hydraulic system had been damaged.

I had feathered the port propeller and set course for Sadaung, approximately 200 miles to the north, and some 25 miles north of the Irrawaddy River, the most advanced airfield at which my aircraft could be repaired before crossing the mountains to our base in Assam.

The situation on the ground was fluid, with the British 14th Army advancing across the Irrawaddy River and the Japanese fighting a savage and tenacious rearguard action. A special advance force consisting of 17 Indian Division with 255 Tank Brigade, had crossed over during the latter half of February and pushed through the eighty miles to the town of Meiktila, which they had taken on 4th March, after 5 days of heavy fighting. The Japs had closed in behind them and all reinforcements and supplies, including petrol and ammunition were being carried in by air. Vicious Japanese counter attacks were being driven back, and at night our patrols clashed with Jap patrols mining the airfield. Every morning the airfield had to be cleared of mines and Japs before the first transports could land. Even then they were subjected to mortar fire. The situation was tenuous.**

In retrospect it is surprising that we had been briefed that we could use the strip in 'emergency'. The instruction must have been intended for the single engine fighters and fighter bombers that were giving close support to the ground forces. Now with one engine feathered and the needle of the rad.temp.gauge of the other up against the stops, and nearly 100 miles to go, it seemed that our situation fitted that description.

Approaching at 2,000 ft. we could make out a lot of activity in the circuit, but on descent we entered a thick haze with poor slant visibility at about 1,000 ft. Not being able to contact the controller on any of my 4 VHF frequencies, and being in a good position to approach, I selected 'wheels down' to indicate my intention, and in the hope that seeing our plight he would give me a 'green'. At that moment a Dakota on take off threw up a thick cloud of dust, completely obliterating my view of the strip. Seconds later, on checking, I found that my starboard wheel was hanging down, but not locked, and my port wheel remained locked up.

A decision had to be made while I still had sufficient height and power from the remaining engine. Without hydraulics we were committed to a crash landing which could put the strip out of action for several hours. In addition with no communication with the ground, and the

visibility as it was, the risk of collision was high. I decided to make for a small satellite strip about five or six miles to the south east, although it was unlikely that it was in our hands at the time. Uneven ground, trees and large boulders precluded a crash landing elsewhere, and it was better to take our chance of evading the Japs, than risk almost certain death on that terrain.

At about 700 ft. I opened the starboard throttle, and with u/c selected up (but to no avail), turned south east towards the satellite strip. It appeared out of the haze sooner than expected, and I throttled back and shoved the nose down, but with no flaps my speed built up rapidly. Before the crash landing the port propeller had to be unfeathered to prevent it from breaking off at the shaft and cutting into the wing tanks, or into the side of the cockpit and trapping me.*** The (un)feathering buttons on the Mk VI were on the starboard side of the cockpit and I was unable to reach them with my harness tight. With no spare hands to loosen the shoulder straps, and no inter-comm with my navigator, I pulled the quick release pin out of my sutton harness and reached for the button. There was no time to refasten it.

The ASI was indicating 160 knots as we crossed the boundary, with the rough grass strip only 700 to 800 yards at the most, and a steamroller at the far end, to the left of centre. Without flaps we would have floated a mile. I threw my left arm across the gunsight, slid forward on the seat placing my face on my arm, and with my forehead pressed against the bullet proof windscreen, and feet braced against the rudder pedals, eased the stick forward until we struck the ground.

The initial deceleration was alarming. I was forced rigidly against windscreen and rudder pedals, and we were careering straight for the steamroller. At the last moment the aircraft slewed round to the right, and the fuselage broke in half just behind the wing roots. We must have struck the ground at least half way down the strip, and ended up 30 to 40 yards from the trees at the end. The initial deceleration would have been of the order of 12G. My navigator, Warrant Officer Brian Mooney, with his four point sutton harness secure before impact had no problem with the deceleration; and with the crash position that I had taken up, I too was unharmed. In retrospect, had I been able to loosen off my shoulder harness but not tighten it again, the lapstrap would have prevented me from sliding forward to position my head against the windscreen and gunsight, and I may well have jackknifed across it and sustained a fractured skull. (An all too frequent type

of injury before the days of improved shoulder harnesses, crash helmets and retractable gunsights.)

Even before we had ground to a halt, I heard Mac* from the leading aircraft yell out over the R/T "get out of that bloody aircraft quick". We were out through the top hatch in a flash, and into the scrub and undergrowth nearby, hoping he would get a message through to the army. A sickly stench of rotting flesh pervaded the whole area. We had been briefed that an estimated 4,000 Japs had been killed in the fighting.

A couple of hours later, an army patrol in two jeeps came cautiously down the edge of the strip, and when we were certain they were British we came out into the open. They took us on board, standing room only, which was unpleasant because the drivers had to go slowly and we had to run the gauntlet of snipers when driving through the town. Before the town we passed along the shore of Meiktila Lake, with numerous bodies floating high on the water in the shimmering haze and heat of the afternoon: all with huge grotesque gas inflated bellies. The effect was weird and unreal.

Later in the safety of the box we were thanked warmly by the R.A.F. Liaison Officer for not obstructing his airfield. While awaiting our turn to be evacuated with the wounded, the army gave us cups of hot sweet tea. As I sipped mine, a ghastly thought occurred to me - 'where had the water come from?' 'Meiktila Lake' we were told!

Ron Wambeek

* My section leader was F/Lt Dick Mackenzie D.F.C., recently Mayor of Bunbury, Western Australia.

** The Battle of Meiktila is described vividly by Field Marshal Sir William Slim in his book 'Defeat into Victory'.

*** Only a few weeks before this incident I had read an accident report in which a Mosquito had belly landed with the port propeller feathered. It had broken off and a blade had penetrated the side of the cockpit trapping the pilot by his legs. The aircraft had gone on fire and he had been burned to death. His navigator had escaped unharmed, but not before he had made a valiant attempt to free him. Our instructions were, always to unfeather before a belly landing.

MOSQUITO A52-600 NEWS

The members of Mosquito Restoration Team (MRT) at Richmond have rearranged the fuselage and other components in preparation for the Open Day on 17th; Nov '96. It is also worth noting that the information stands that the MRT have completed (last mentioned in the July report) definitely add a touch of class to the display. Overall the Mosquito will be presented extremely well. A total of nine MRT Members will attend the display on the Open Day to hand out pamphlets and answer enquiries. Given that the Open Day has since been advertised (inadvertently) as an Air Show, there is likely to be hundreds passing through to see the exhibit.

The oxygen system is being assembled out of the jumble of components to be put together in a separate display of this sub-system. Similarly the instrumental panel is being prepared for display.

For the Open Day, a painting by Hamish Cumming, a long time MRT member and Mosquito enthusiast, will be at the front of the display for the Open Day.

Whilst restoration has been very slow, Mr. Bill Wells, has been taking the opportunity to sketch the Mosquito and other historic aircraft at Richmond. As they are of such a high quality, many are being reproduced for framing and display. If anyone is interested further in these, some could be provided for the next article. The sketches accurately portray the environment and the current state of the Mosquito, but with some feeling that photographs could not provide.

With regard to restoration work, Fred Morgan has seen to the servicing of the undercarriage. Major undercarriage components have been cleaned and stripped and the wheels and tyres have been returned to a useable condition.

Funding and future location. The latest news on this situation is that the RAAF will most likely have the Mosquito sent to Melbourne early next year for major restoration, although capacity for component overhaul and restoration may take place at Amberley and possibly Richmond as well. At this stage an airworthy aircraft is not likely as the cost and time overheads associated with CAA certification/approval of the restoration work, may be cost prohibitive. However it is likely that a faithful and careful restoration may take place so that the aircraft could be flown if additional work is carried out. For example, the structure could be repaired to flying condition without the CAA checks - which may be carried out later with review of the restoration documentation, and perhaps the undercarriage be restored without fully functioning systems - which could be fixed at a later stage. Indeed the RAAF will not restore the aircraft to be only slightly better than a cardboard cutout. But, given the crash of the British Aerospace Mosquito this year, reported to be the only flyable Mosquito in the World - it is extremely difficult to justify risking such a precious asset by flying the aircraft. Ultimately this decision will rest with the RAAF Museum and the RAAF command area that provides the resources for the Museum. On this point, there may be a decision made on the standard of restoration by the next report.

C. French
Squadron Leader oic Restoration Project.

AIR MARSHAL L B FISHER

AIR MARSHAL LESLEY Bruce Fisher is the current Chief of the Air Staff.

Born in Parkes in 1941, Les Fisher joined the RAAF as a navigator in 1960. After tours on Lincoln and Neptune maritime reconnaissance aircraft, he completed pilot training in 1965 and then resumed his operational career. He qualified as a captain on Neptune and Orion aircraft; occupied all executive positions with No. 11 Squadron (including commanding officer); and flew over 5,000 hours.



*Air Marshal L.B. Fisher
1995*

In 1976 he was posted on exchange duty with the United States Navy at Moffet Field in California and for his achievements received a Letter of Commendation from the United States Secretary of the Navy.

The tour with the American Navy was in a sense typical of Air Marshal Fisher's career, which has been notable for his extensive experience on joint operations; that is, with land and naval forces in addition to air forces.

His command posts have included Officer Commanding RAAF Base Townsville in 1986, Commander Tactical Transport Group in 1987, Commander Maritime Patrol Group in 1988, and Commandant of the Australian Defence Warfare Centre in 1990.

In November 1991 Air Marshal Fisher was promoted to air vice-marshal and assumed the appointment of Assistant Chief of the Defence Force (Operations), another joint position in which he was in charge of military operations and plans, training, logistics, intelligence, command support systems and communications electronics.

He became Deputy Chief of the Air Staff in November 1993, responsible for managing the RAAF Programme in the Department of Defence and for doctrine, policy and planning to support current and future Air Force activities and the determining of RAAF priorities.

Air Marshal Fisher is a graduate of the Australian Joint Services Staff College and an Officer of the Order of Australia. He was appointed Chief of the Air Staff in November 1994.

The Digger Hat



What is the origin of the famous Digger Hat ?

According to what was known years ago to the New South Wales Ordnance Department, it was born from a shortage of helmets during the South African war.

Sir Harry Chauvel traced the hat from tyrolean style first worn by the South African police and later (in the early nineties) by the Victorian Mounted Rifle Regiment.

The first unit to top its uniform off with the slouched felt hat was the Imperial Bushmen's Corps, which was raised by public subscriptions on a federal basis in January 1900.

Military stocks were notoriously short at this transitional period of Federation, and in Adelaide, at least, that hat was simply an emergency issue.

The Poet Laureate (John Masefield) paid the following tribute to that hat:

"Instead of an idiotic cap that provided no shade to the eye, or screen for the back of the neck, that would not stay on in a wind, no help to disguise the wearer from air observation, these men (the Diggers) wore comfortable soft felt slouch hats that protected in all weather and at all time looked well".

DID YOU KNOW THAT ?? = The Australian Diggers' hat shown above is the subject of a little known war time song, with a beautiful and haunting melody.

This part of the Australian Forces uniform is recognised all over the world, as "OUR HAT", although, because of its comfort and practicability it has now become a head gear for many other countries' military forces. The song is entitled "IT'S A BROWN SLOUCH HAT!"

UNCLAIMED WAR MEDALS

Our Member Syd Goddard advises that the address ex RAAF personnel should direct enquiries to for information on unclaimed War medals is now advised as :-

Director of Admin; Review - Air Force
DOD (E-3-14)
PO BOX E33
Queen Victoria Terrace
ACT 2600

Thanks to Syd for
this advice.

Your editor is indebted to and acknowledges the cooperation of Daniel Rutland, publishing director of Rutland Cowling-Smith Associates, the Publishers of the Official Souvenir Commemorative Publication of the RAAF 75th Anniversary, RAAF Historian, Alan Stephens and Defence Artist Jeff Isaacs, in the preparation of this Bulletin.

No. 27 SQDN. RFC and RAF

We are indebted for this detail on No.27 Squadron to our member David Innes, the author of "Beafighters over Burma" & Chaz Bowyer the noted Aviation author & historian, who assisted in preparation of a booklet for the 70th Anniversary in 1985. It is indeed unusual to be able to print the words of a Squadron song written and sung 80 years ago.

Formed in 1915 "27" was in action in France in 1916 in the Martynsyde Scout, which with its hump back appearance gave "27" its nickname and Badge - THE ELEPHANT & in 1968, the Squadron actually had a baby elephant as its Mascot.

The Squadron has operated in almost every major conflict, in many different roles such as fighter, bomber, reconnaissance, transport and rescue. The Motto "QUAM CELERRIME AD ASTRA" translates to "With all speed to the Stars." It has seen action in France, India, Singapore, Malaya, Far East and Burma. At Wars end in 1945, "27"

was reformed as a transport squadron & served in the Berlin airlift, then later, in Bomber Command.

The main aircraft flown were WW1 - Martynsyde, WW2 - Bristol Blenheim, Bristol Beaufighter, DH Mosquito. The Squadron was the first to fly Beaufighters & Mosquitos in action in the Far East Campaign. After WW2, some aircraft flown are the Dakota, Canberra, Vulcan Mk2 Blue Steel in the Falklands & the Tornado.

The Squadron when based on Cyprus in 1955 was active in bombing sorties

against Egyptian targets during the Suez crisis. Perhaps David Innes can enlighten us on the activities of No.27 Squadron since 1985.

The Squadron holds a very fine distinction, the last Commanding Officer of WW2, who was awarded his DFC on the Squadron was W/CDR Nicholson VC.

It is interesting to note that delamination problems with the Mosquitos being "tried out" by the Squadron, resulted in them being taken off strength and the Squadron continuing operations in the Beaufighter. This lines up with the experience of both No. 87 and No.1 Squadrons at Labuan Island, Borneo in 1945.

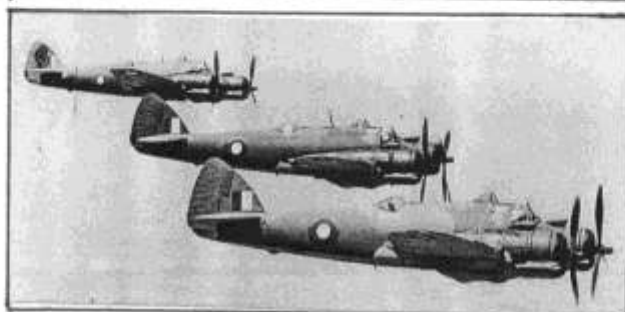
As the Battle Stations may not be too clear on the Standard they are set out as follows: -

WESTERN FRONT	1916-1918	SOMME	1916
YPRES	1917	CAMBRAI	1917
MALAYA	1941-1942	ARAKAN	1942-1944
NORTH BURMA	1944	BURMA	1944-1945

The Martynside
Nicknamed the 'Elephant'.



the first aircraft 27 Squadron flew.



Beaufighter

27 Squadron Standard.



No. 27 SQDN. RFC and RAF SONG

This Squadron song goes way back in time - some 80 years, as it relates to Royal Flying Corps operations in France in WW1 by No. 27 Sqn; RFC, which became part of the Royal Air Force in 1918, when that body took over from the Royal Flying Corps.

SQUADRON SONG.

27 Squadron R.F.C., B.E.F.

NOTE.—The references thus (1) are to the attached Explanatory Notes



- 1 The 9th Brigade's a mobile crowd (1)
We move from place to place
We're always there where Fritz is hot
And meet him face to face
And 27 to the fore
Low strafes the b.....Hun
And does the daylight bombing raids
By which the War is won.

Chorus :

Then come to 27 if you fly a D.H.9
We don't talk lots of b-----t but
We get there every time,
The C.O.'s name is Major Hill
He's perfectly sublime (2),
So just come to 27 if
You want a damn good time.

- 2 We start our work at 4 a.m.
The stars are overhead,
The C.O. sees us off the ground
And then goes back to bed,
The R.O.'s there when we return
And to his queries terse,
The Observers all reply
We saw no b..... bursts.

Chorus.

- 3 The Fokkers zoom up on the turn,
The back row's feeling blue,
The Bosch pop-pops, then does a spin
For a thousand feet or two.
The Observers on return
All claim the gorey Hun,
But quite forget to mention that
He spun down just for fun.

- 4 We once said we bombed Aulnoy when
Dense clouds were in the sky,
But at the Mothers Meeting (3)
The fur began to fly
And 49 (4) and 62 (4)
Confirmed our tale and then
The Photos were developed and
They showed Valenciennes !

Chorus.

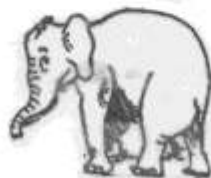
- 5 The night was fine, the bar was closed
And Small (5) was far from home,
When 40 Huns put down their nose
And dived upon the drome,
And in the morning Sgt. Green (6)
Presiding over Stores
Handed out to A. M. Small
Another pair of drawers.

Chorus.

- 6 Old Jellicoe (7) in his dugout
So deep below the ground (8),
The rainy season comes and then
The b-----r's nearly drowned,
And Archie starts to function
When the Huns are overhead
And Percy takes the prone posish
Right underneath the bed.

Chorus.

- 7 A Fire Picquet's been organized
Detailed from H.O. Flight,
And Armourers and Carpenters
Stand by from morn till night,
A trial alarm was organized
In spite of rain and mud
But when the C.O. pressed the switch
The Klaxon Horn was dud.



- 8 A Soccer Club's been started here,
We're really awfully keen,
The play in practice Matches is
The finest even seen
And though we haven't won all games
And losing isn't nice
There is a Team that's worse than us
We've beaten 9th Wing twice (9).

Chorus.

- 9 Corp'l. Dalgleish plays full back
He kicks around his head
And Simpson playing centre-half
Is the one our foes most dread,
And little Smith and tiny Mark
And Woods at forward play,
Although they are not very big
We hope they'll grow some day.

Chorus.

- 10 The guest night comes but once a week
With Champagne flowing free,
The little darlings all get tight
And then they want to p—
And Tich (10) and Gough (10) upon their beds
So full of Champagne fizzy
Say " Oh my God we are not tight
We're only b..... dizzy."

Chorus.

- 11 The General's a good old sport,
He comes round now and then,
He sees the cooks and then inspects
The rations for the men,
He slaps his thigh and cries Ha Ha
And turns to Cpl. Head (11)
" Don't give the b-----r's bread and jam
We'll give them jam and bread."



EXPLANATORY NOTES.

- (1) The 9th Bde. R.A.F. was a mobile Brigade.
- (2) Not a misprint—a Robey word.
- (3) C.O.'s pow-wow of Pilots and Observers after a raid.
- (4) 49 was a Bombing Squadron which usually accompanied us on raids. 62 was our escorting squadron of Bristol Fighters. The incident commemorated in Verse 4 actually happened.
- (5) A. M. Small was the Wine Steward in the Mess. In civil life he was a philatelist.
- (6) The Sergeant i/c Stores.
- (7) The E.O. called Jellicoe because he was the first man to appear in France with the new R.A.F. khaki hat.
- (8) Jellicoe's tent was always dug down about 3 feet.
- (9) The Soccer Team of 9th Wing H.Q. was of a badness that had to be seen to be believed.
- (10) Two more than ordinarily infantile observers.
- (11) N.C.O. i/c Cooks.

As far as is remembered the original verses were 1, 2 and 3. The others were made up as the incidents occurred.

" A BEAUFIGHTER IN ACTION OUT OF MALTA "

as related by FLTLT John (Jack) Phillips DFC

" Bill Chapman was a stocky pastry cook from Devon when we first met at a Beaufighter OTU at Catfoss, Yorkshire, near Hull UK, and though it was normal for pilots and navigators to team up by arrangement with each other, no one was keen to partner me as it was well known that Australian pilots were invariably posted to the Middle East - so Bill had to be allocated to me and we were sent to Malta - we had many a dicey do too and one day in mid December 1942 I was attacking a JU 88 from astern, and scoring a few hits too when suddenly I felt a terrific whack on my shoulder, which felt like a hammer blow and hydraulic oil sprayed all over me, coming as a bit of a shock as I thought it was blood.

Realizing that a bullet had hit me, I broke off the attack and called Bill forward to have a look at the damage - he reported a gash in my shoulder which was bleeding a bit, but with nothing to bandage it with, I gave him my handkerchief, which he packed over the wound.

We set course for Malta with my arm functioning without too much discomfort. Suddenly Bill yelled over the inter-com that he too had been hit - in the leg and was bleeding quite a lot, so he came forward again, nicked my hankie back from my arm, using it to bandage his wound.

We made it back to base at Malta without further incident, while I pondered over whether the wheels would lock down because of the loss of hydraulic oil, but after a long time they did and we landed safely.

THE MAGIC BULLET.

The strange thing about this incident is that only one armour piercing bullet entered the aircraft, through the nose section, just missed the armour plating, hit me in the shoulder, tore through the hydraulic oil tank, ricocheted off a Plessey signalling device in the roof of the fuselage wounding Bill in the leg, finally lodging in the floor at the rear of his seat.

My wound was soon patched up but I developed pneumonia and spent about a month in hospital - so did Bill as he got blood poisoning and very cheekily reckoned he caught it from my bloody hankie !!

Editors note. I had the good fortune when Jack and I returned home from The Middle East to be posted with him to No.87 PR Squadron at Coomalie Creek NT. His story above is told with a wry sense of humour and great understatement. As, like Jack, I trained under EATS in Rhodesia, I had read "THE NOBLE 600" by Vincent Adam Winters, which detailed the drafts of air-crew Trainees from Australia to Rhodesia, under The Empire Air Training Scheme. In many cases the war time history of pilots graduating in Rhodesia are recorded in this very accurate history, and the brief details on FLTLT JOHN (JACK) PHILLIPS noted in "The Noble 600" are now appended.

When war ended, Jack transferred to the Accounts Branch of the RAAF and served a stint as Paymaster at the Exhibition Building in Melbourne. In Civvie Street he joined in 1946, Regal Cream Products Pty Ltd, more popularly known as Bulla Dairy Foods, was appointed a Director in 1966, only retiring from the Board about 5 years ago. Jack is a keen member of this Association.

A synopsis of Jack's five years as an operational pilot with the RAF on 227 Sqdn; on the Bristol Beaufighter, and on 87 PR Sqdn; flying the de Havilland Mosquito with the RAAF on his return to Australia. This contribution from the "Noble 600" is gratefully acknowledged. Ed.

Allen John (Jack) PHILLIPS, No. 401372, was born on 11th April, 1916, joined the RAAF on 4th January, 1941, became a member of 10 Course and embarked on S.S. Ceramic with the fifth draft. They arrived at Bulawayo on 26th April, 1941. Jack trained at 27 EFTS and 21 SFTS on Oxfords and on completing SFTS on 24th September, 1941 was posted to George where he studied the GR Course and then was sent to England, where he joined No. 236 Squadron, RAF, flying Beaufighters.

With that squadron, Jack did fifty trips, embracing 203 operational hours on the "dicey" business of seeking and destroying enemy shipping. He was posted to Malta and remained there until 29th June, 1944 with 227 Squadron again flying Beaufighters against enemy shipping. On 26th June, 1944 he returned to Australia and joined No. 87 Squadron, RAAF, flying Mosquitoes on operations in the South West Pacific until 10th June, 1945. He was then posted to the Accounts Section, RAAF where he served until his discharge on 29th May, 1946 with the rank of Flight Lieutenant and wearing the ribbon of the DFC. Today he is a Company Director and lives in Kew, Victoria. He lost his wife, whom he married during the war, some years ago. They had no children.



THE BEAUFIGHTER STRIKES

BITS and PIECES

This one comes in the DO YOU BELIEVE category - related to the editor by John Williams, a member in Tasmania.

" I was having a beer with some of my EAST-WEST airline mates in the TAA bar at Mascot in '82. One of our Company "shinys" from Head Office joined us, accompanied by a gentleman equipped with a genial North American accent. He was Mr. Russ Thayer, then a vice-president of some sort with Pan American Airways.

Conversation turned to the perennial Pommie vs Yank aeroplane debate. Russ, who flew B26s with the USAAF during the war, said there was one Brit plane he esteemed above all.

He was ferrying a B26 between bases one balmy summers day in 1944 when a Mossie came alongside. Young Thayer thought he would show the Pom a thing or two and firewalled his throttles. The Mosquito stayed with him, then lowered it's gear, TURNED ON IT'S BACK, FEATHERED ONE ENGINE - AND PULLED AWAY !! "

WELFARE

Our member Brian Hall expresses concern regarding the number of eligible ex servicemen who are not receiving, or claiming War Service Pensions. Apart from personal benefits, widows of ex servicemen who are on Social Services Pensions, can transfer their pensions to the Dept. of Veterans' Affairs as well. This is an advantage that may well make life much easier for them at a later date.

Brian also reminds us that the issue of new Statements of Principles (the criteria now governing ALL DVA Claims) may result in earlier rejected claims, now being accepted.

Brian will reply to any pension enquiries, his home phone number is (08) 8272 5191.

DID YOU KNOW

That the first submarine sunk by an aircraft at night was the German U-Boat U451?

The aircraft was a Fairey Swordfish of 812SQN based at Gibraltar and the date December 21st, 1941.

MOSQUITO AIRCREW ASSOCIATION

There must be many former RAAF aircrew who flew in Mosquitoes who do not know that in 1991 an enthusiastic band of "Mossie" types in the UK formed the Mosquito Aircrew Association. It has been so successful that over 800 Members have now been enrolled, with representatives in 16 different countries, and Membership of the Association is still rising.

The Association holds annual Reunions, Memorial Services and other activities in the UK but the main benefit for Overseas Members is the magazine - The "Mossie" (40+ A4 pages) - published three times a year and airmailed to Members. It contains wartime reminiscences, news of Reunions, wartime and present day photographs and a "Help" section to locate lost friends. A Membership List is published annually including countries of residence and Squadron numbers.

The Overseas annual Subscription is £8.00 (please remit by Sterling Money Order) and application including full names, whether pilot or navigator, address, Squadrons (with dates) decorations and last held rank can be made to the Membership Secretary, A.N. (Tony) Wilson, 21 Kingwell Road, Hadley Wood, Barnet, Herts., EN4 0HZ, ENGLAND.

A LITTLE TRIVIA

From Member Reg Spooner ex No.1 Sqn;

What was the first German Aircraft to be shot down by a RAF Aircraft? When did this happen and what was the RAF Aircraft that did the shooting? - When you give up, turn this page upside down for the answer. The editor hopes Reg has got this right !!

A Bf109 was shot down by a Spitfire on September the 25th; in 1939

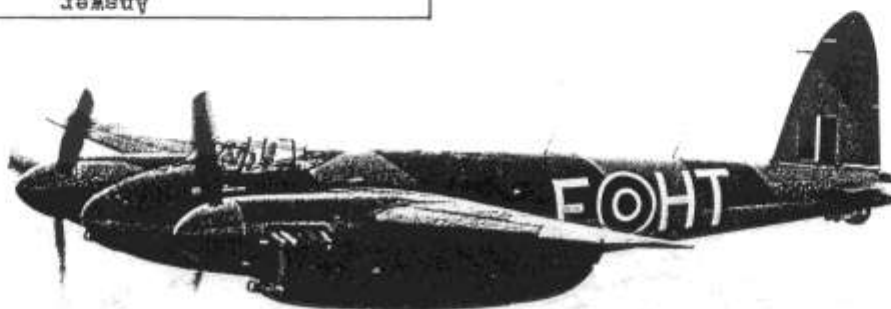
Answer

SQUADRON CRESTS

Your editor, recently looking around for an 87 PR Squadron crest, suitable for a jacket pocket, was introduced to LUKUS Productions - PO Box 153, Launching Place, Vic; 3139. Tel: 059 - 673537.

My enquiry resulted in purchase of a well made pocket crest for \$9.00 postage paid.

This business probably carries stocks of RAAF Squadron Crests, so if you are looking for a crest, call or write LUKUS Production for your requirement.



The Association gratefully acknowledges the interest of Australian Paper and their tangible assistance in the production of this Bulletin.



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The Mosquito Aircraft Association of Australia

MEMBERSHIP

-is unrestricted: anyone with an interest in vintage aircraft and wishing to be a part of this project to aid in preservation of A52-600, as part of our Aviation History, is welcome to join our ranks.



YOU

"YOU" - the public are cordially invited to join with us in membership, becoming part of the preservation of this unique and historic aircraft - Mosquito A52-600.

The regular Bulletins received by members throughout the year, detail the progress of restoration and feature other items and photographs of interest to the Australia-wide membership. The Bulletin is forwarded postage paid and at no cost to the member.

THE ASSOCIATION PROVIDES FOR:

- Individual membership
- Junior membership
- Corporate membership (companies, institutions, aviation clubs, museums and so on).

Serving members of our armed forces are particularly welcome on our members register.

For further information please contact:

Allan L. Davies, Hon. Secretary
The Mosquito Aircraft Assoc. of Australia
4/18 Gordon Street
Traralgon VIC 3844



MERRY CHRISTMAS

A 51 year old Greeting from A52-600 as she is dropped into Point Cook by PO Prune.

AND

BEST WISHES FOR THE FESTIVE SEASON AND THE NEW YEAR TO ALL OUR MEMBERS AND SUPPORTERS " OUT THERE", PARTICULARLY AT THIS TIME, TO THE RICHMOND VOLUNTEERS, WHOSE DEDICATION AND FIRM RESOLVE OVER THE PAST SEVEN YEARS HAS BEEN AN OUTSTANDING CONTRIBUTION TO THE EVENTUAL FULL RESTORATION OF MOSQUITO A52-600.

SEASONS GREETINGS FROM
YOUR EXECUTIVE AND COMMITTEE.