

The Mosquito Aircraft Association of Australia

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

BULLETIN - No 15 ~ APRIL ~ 1997

A STORY OF YEARS LONG PAST, RECORDED 52 YEARS AGO.

In Bulletin No. 7 - August 1994 our members were introduced to PR Mk. XVI Mosquito A52-600 via its Flight Log record of operational flights, with brief details on No. 87 PR Squadron (RAAF) and the operating functions of a Photographic Reconnaissance Squadron in WW2. This detail is repeated herein for the benefit of members who have joined the Association since August 1994.

The contribution of "WINGS" and their correspondent Ian Stewart is acknowledged, and this wartime issue provides an "on the spot" story of the PR de-Havilland Mosquito, the Squadron and its Photographic activities.

Operations on 87 Squadron were made from Coomalie Creek strip, 50 miles south of Darwin, NT, some staged from Truscott and Broome, with two detachments, one of 3 Mosquitos to Cocos Island and one of 2 Mosquitos (one being the aircraft now under restoration - A52-600) to Labuan Isl Borneo, where 5 ops in this aircraft and 6 ops in A52-604 were successfully carried out in ten days.

Operation was of long duration, flown mainly around the 25000 Ft. level with bottled oxygen by face masks, as the aircraft was not pressurised. Flight was by manual control only ("George") not being provided, accentuating pilot fatigue on the long sorties. The greater part of these operations involved flight over the ocean, often of 2000 miles.

Ed.

Extract from "WINGS"- Vol.5 No.3- May 15th; 1945



Pilot P/O A. Davies and navigator, F/O J. S. Reynolds are back at base after a photo-recce flight from NW Australia.

SUPER SPIES of the PACIFIC

Operating hundreds of miles inside enemy territory and several miles above it, photographic reconnaissance aircraft have become the super spies of this war.

THE RAAF carries out its own photographic reconnaissance from North Western Australia. Flying one of the most revolutionary of modern aircraft—the Mosquito—crews operate throughout the Netherlands East Indies, and have been as far North as the Philippines. Extending their activities far to the North and North West of the Australian mainland, they spy out Jap activities and bring back the most valuable information and proof—large, clear photographs.

Flying at much greater heights than most other aircraft in the SWPA the RAAF photo-recce Mosquitos have not yet been forced to the extreme levels used by RAF and US reconnaissance machines over Europe. But they are

high enough, and fast enough, to be out of range of the best Jap flak and discourage fighter interception.

They don't fly as high as in the European theatre, but they travel fur-

By IAN STEWART
WINGS Correspondent in NWA

ther and fly for longer periods.

In the early days of the war in the SWPA, when American forces in North Western Australia were short of trained photographers, they evidenced the respect they had for the RAAF's photo-recce work by seeking the services of Australian photographers. These were gladly made available.

RAAF groundstaff photographers

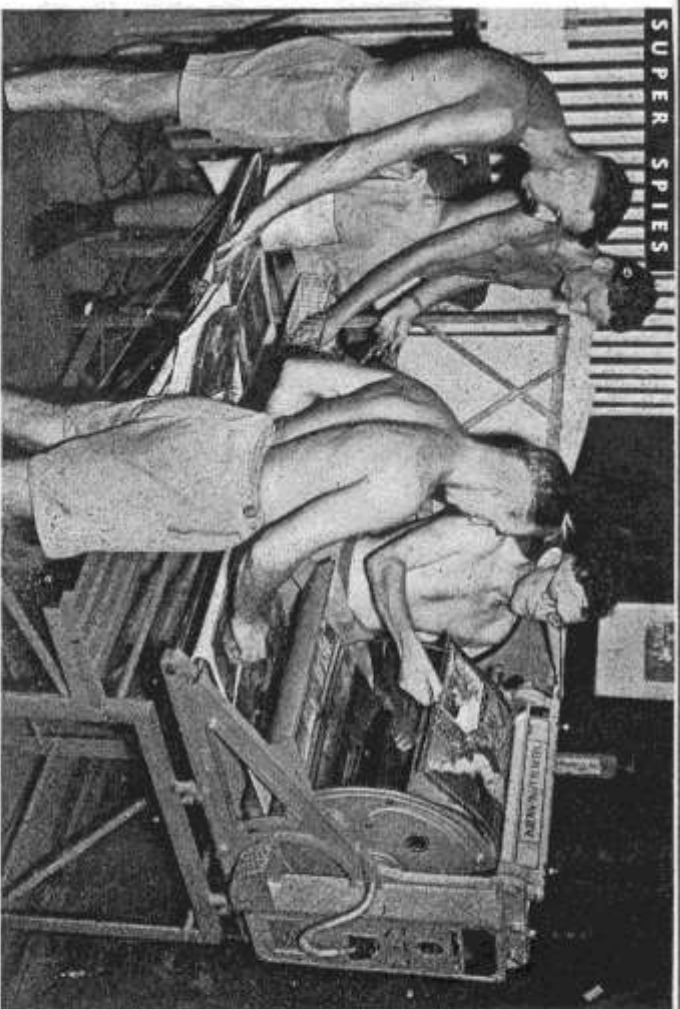
flew many hours as members of US Liberator crews over hostile territory. One of them, Cpl D. A. Sharland, of Kensington, NSW, lost his life in action as a member of a US crew over Babo in North West New Guinea on March 16, 1943.

In August 1943 P/O H. L. Ruston, of East Perth, WA, a RAAF photographic officer, received letters of commendation from Gen McArthur and Lt-Gen Kenney for his excellent work when participating as a photographer in US raids on Jap bases in Borneo.

RAAF photo-recces were not always carried out with the modern Mosquito. At first Brewster Buffaloes and Wirraways were used, and later Lockheed Lightnings and Lancers were added.

When the Lightnings arrived recces of the Jap bases on islands to the North and North West of Australia commenced. However, the range of

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



At a RAAF Photo Recce Squadron in NW Australia are LACs Reg Durston, Don Turner, W. Smith, K. Ottaway drying and blazing photos. Such units have teams of trained photographers for this work.

the aircraft being used limited the scope of their activities. It was not until the Australian-built Mosquito arrived in May 1944 that the unit was able to stretch out and look for the Jap behind his own lines.

Saved by Catalina

Before the US invasion of the Philippines, Mosquito aircraft from Australia were called in to do a photo recce to assist the US forces in their landing operations.

Returning from one such mission, one of the longest of its type ever flown in the world, a Mosquito ran into a severe tropical storm. The fuel was exhausted by battling through this and the pilot was forced to crash-land in the sea off a beach in Dutch New Guinea—well behind Japanese lines.

The aircraft and its camera fittings were destroyed, and 26 hours later, still in enemy territory, the crew was picked up by a US Catalina and taken home.

Officially the object of a Photographic Reconnaissance Squadron is: "to

carry out long range strategical reconnaissance, which takes the form of photography from high altitudes, using cameras fitted with long focal lengths and cameras arranged for trinocular photography."

For this experienced men are needed. Photo-recce crews of the RAAF are experienced men. In North Western Australia there are five photo-recce men with DFCs and one with an AFC. Many of the crew members have previously completed at least one operational tour and others have several years and hundreds of hours up at flying instructors. Not one pilot has less than 750 flying hours to his credit.

In addition to the usual fitters and other ground crew, a photo-recce squadron carries on its staff a team of trained photographers.

Their job is to keep the intricate aircraft cameras serviceable and process all films taken. In the early days of the operations in North Western Australia the photographers had a hard task. Working with incomplete equipment and under primitive heating conditions, they had to keep

pace with the crews who were turning in the photographs.

Led by F/Lt G. A. ("Mick") Everingham, of North Essendon, Vic, the photographic staff worked long hours under hot humid conditions. Not the least of their troubles was the scarcity of cool water for processing. Once again Australian ingenuity rose to the occasion and by running their water from a raised tank, over a screen of bamboo sticks, they lowered the temperature enough to work with.

Firstclass equipment

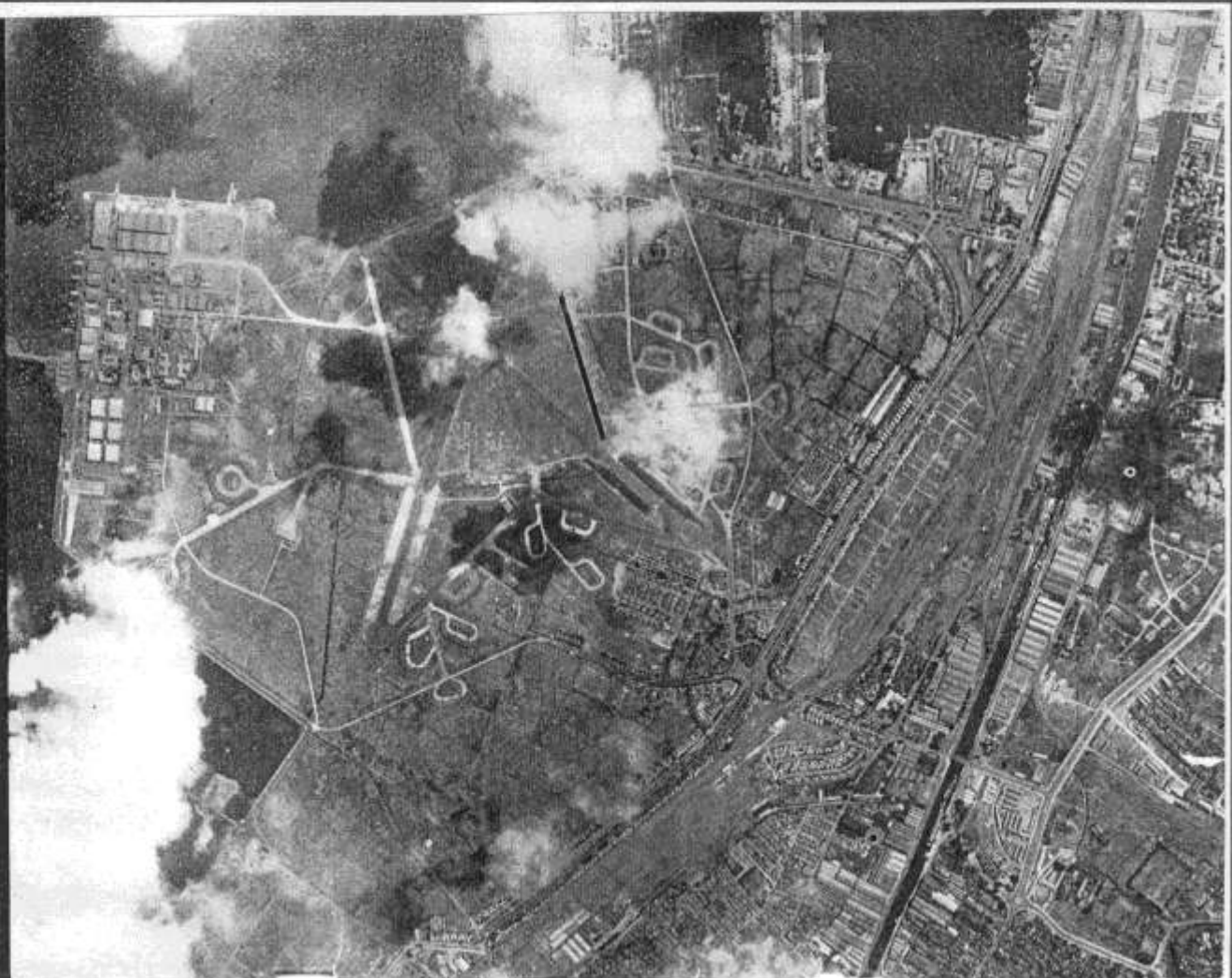
For his efforts in keeping these installations functioning smoothly under such difficulties, F/Lt Everingham, who is now serving in the United Kingdom, was awarded the MBE.

These days, photographic sections in the tropics have air-conditioned dark-rooms and modern equipment, which in November 1944 enabled one to turn out a record of more than 13,000 prints. In that month one squadron carried out 25 successful missions—another record.

It is good to have a pictorial record with names of the "Photo Team" on 87 PR Squadron. These young, dedicated men did a tremendous job, being responsible for camera maintenance, positioning cameras & controls in aircraft before an operation & clearing the camera magazines upon return to base. The film then being speedily processed & delivered to North Western Area,

WINGS

May 15, 1945



Sourabaya, Java, photographed from a height of more than 30,000 ft by a RAAF photo-recce Mosquito.

the control HQ which conducted aircrew briefings, before & after each operation. NW Area then called up strikes by Attack Squadrons in the NT, over enemy targets up to 1000 miles distant, which had been fully revealed by the Recce Mosquitos. The Photo Section air conditioning also provided excellent cool storage for the Squadrons meat supply (when we had some !!)

MOSQUITO A52-600



Part of Australian History

In his comprehensive history of RAAF Mosquito Squadrons in WW2, David Vincent wrote, "Although there are many examples of WWII aircraft types still in existence that have been, or are to be restored to some degree of their former glory, only a small percentage can actually lay claim to have participated in wartime operations.

When the type involved is the all wood Mosquito it is almost amazing to think that an operational example could still exist, but that is the case with ---- A52-600, the lone survivor of 432 PR Mk XVI Mosquitoes built and one of three Mosquitoes in Australia which it is hoped will eventually be restored for static display."

Built in England, this Mosquito was shipped to Australia in December 1944, reassembled at No.2AD (now 503 Wing) and taken on strength of No.87 PR Squadron RAAF at Coomalie Creek NT. in March 1945.

Highly trained experienced young pilots & navigators flew long range, unarmed reconnaissance operations in A52-600, up to 8½ hours duration, over heavily defended enemy installations. The Mosquito brought into range enemy targets previously out of the Allies reach for aerial intelligence. Our airborne strike forces were briefed for their raids on the photographic and visual detail provided by the Mosquitoes & crews.

OPERATIONAL LOG of MOSQUITO A52-600

23.3.45	Flight Lieutenant Kearney/Pilot Officer Hardwick – Timor 5.30
17.4.45	Flight Lieutenant Bell/Warrant Officer Strange – Timor 4.30
11.5.45	Flying Officer Davies/Flying Officer Reynolds – Flores, Bima 6.20
14.5.45	Squadron Leader Gamble/Flying Officer Lobb 5.35 <u>Flores</u>
21.5.45	Flight Lieutenant Lundberg/Flying Officer Kercher – Soemba 7.10
25.5.45	Flying Officer Henry/Flying Officer Jordan – Soemba 7.15
2.6.45	Flight Lieutenant Johnston/Flying Officer Williamson – Timor 4.00
5.6.45	Flight Lieutenant Kearney/Flying Officer Hardwick – Soemba 4.30
12.6.45	Flight Lieutenant Henry/Flying Officer Jordan – Timor, Soemba 6.45
15.6.45	Flying Officer Davies/Flying Officer Reynolds – Flores Soembawa 6.30
23.6.45	Flight Lieutenant Lundberg/Flying Officer Kercher – Kai Islands 6.30
2.7.45	Squadron Leader Gillespie/Pilot Officer Gibbons – south east Celebes 7.00
3.7.45	Flight Lieutenant Armour/Pilot Officer Batzloff 6.50 <u>Celebes</u>
6.7.45	Flight Lieutenant Dee/Pilot Officer Baesjou 5.35 <u>Timor</u>
12.7.45	Flight Lieutenant Bailey/Pilot Officer Gibbons – Bima 5.05
14.7.45	Flight Lieutenant Bell/Warrant Officer Strange 7.05 <u>Atauro Is.</u>
22.7.45	Flight Lieutenant Armour/Pilot Officer Batzloff – Kai Islands 4.30
6.8.45	Flying Officer Davies/Flying Officer Reynolds – Kuching 5.25
9.8.45	Flying Officer Davies/Flying Officer Reynolds – Anambar, Natoena Islands 6.05
10.8.45	Flying Officer Davies/Flying Officer Reynolds – Kotawaringan, Sibul 5.45
11.8.45	Flying Officer Davies/Flying Officer Reynolds – Kotawaringan, Kuching 7.15

The Warbird that refused to die.

On cessation of hostilities on 15/8/45 the aircraft completed a further 19 missions with the RAAF, in aerial mapping of Australia, until withdrawn from flying in 1947. It continued service as a Static Instructional Unit at Air and Ground Radio School, Ballarat, Victoria.

Purchased by a Mildura Orchardist from the RAAF in November 1954, A52-600 stood for ten years in the open as a children's playhouse. Luckily, little damage occurred to the timber aircraft, thanks to Mildura's mild, dry climate. It was then acquired by the Mildura Warbirds Aviation

Museum in 1966 and stored under cover for the next 17 years, until it was sold to a syndicate in Albury / Wodonga. In 1987 it was exchanged to the RAAF Museum and transferred to Point Cook, Victoria.

Subsequent transfer to 503 Wing, RAAF Base Richmond NSW completed the full circle for Mosquito A52-600 as, after 43 years, it was back where its RAAF Service commenced in 1944. It was assessed by aeronautical engineers to determine if restoration to flight condition was a viable proposition.

THE PHOTOGRAPHIC RECONNAISSANCE SQUADRONS' SONG

This song undoubtedly originated in the PR Squadrons over Europe, and one early version has "Spitfire" in a verse (replaced by "Mosquito" in the version sung so lustily in the Messes at Coomalie Creek on the somewhat rare Beer Nights.) The song is titled "The Song of the Gremlins" and the author, or some close associate has penned the following interesting tale or perhaps fable, is a better word: ---

"Some Gremlins it was suggested, possessed the faculty of sitting motionless on the wings of aircraft until close to the British coast. They would then slide down the beam, reach the aerodrome ahead of the aircraft and jerk the runway from under its wheels, the pilot being unable to tell whether he was on course or his elbow. Gremlins have also been known to incite seagulls to attack aircraft, sometimes with serious consequences to the latter, and always to the former. It is probably not too much to say, said the writer, that whenever a seagull attacks an aircraft, a Gremlin is always at the bottom of it.

In this form of indirect attack the Gremlin sits cross-legged between the seagull's wings until a collision becomes inevitable, whereupon it abandons the seagull, gains cloud cover, and chucking throatily, sets course for base. ALL PILOTS ARE ADVISED TO KEEP A SHARP LOOKOUT FOR SEAGULLS SUSPECTED OF HAVING GREMLINS !!

The author of this treatise on what is really the 1942 version of the mediaeval Goblins points out that it is most important that a pilot MUST NOT see Gremlins before he is air-borne. In fact, he should never be allowed to enter his aircraft in a gremlined condition. This condition generally passes off in twentyfour hours, and the next day he will not see any Gremlins at all and his results will be perfect!"

This, then, is the folk story associated with the PR Song. "The Song of the Gremlins", but your editor cannot determine just which came first, - the song, or those fascinating and often very humorous tales that circulated around the reveilments and wherever ground crews and aircrews mingled, about THE DREADED GREMLINS which were always blamed for those foul-ups and mishaps visited upon we lads in blue by these #1&#** XXZI little imports from Blighty.

A real feature of this song is the beautiful alliteration throughout the verses, coupled with first class timing and rhyming - no amateur - this song writer and your editor wonders who he was and what was his story.

Whoever he was, he certainly knew about the loneliness of flight over water, the coldness of high altitude flying, frozen camera equipment and a first hand knowledge of airforce terminology and aircraft anatomy.

Acknowledgements to "Sam" Jordan, Gil Lundberg and Rex Timbury whose combined recollections, combined with the editors faulty memory, and Rex's stroke of genius in locating an ex airforce mate with fair copy of the song, which finally filled all the gaps. *EL*



'WHAT WE SEE WE TAKE'

The No.87 PR Squadron RAAF
LOGO

THIS IS THE SONG OF THE GREMLINS AS TOLD BY THE PRU.

(a) This is the song of the Gremlins, As told by the PRU Believed by few, not many, But nevertheless it is true. When you're seven miles up in the heavens It's a hell of a lonely spot, And it's fifty degrees below zero Which isn't so bloody well hot.

(b) When you're frozen blue like your Spitfire And you're scared a Mosquito pink, When you're thousands of miles from nowhere, And there's nothing below but the drink. It's then you will see the Gremlins, Green and gamboge and gold, Male and female and neuter, Gremlins both young and old.

It's no good trying to dodge them, The lessons you learnt on the link, Won't help you evade a Gremlin, Though you boost and you dive and you jink. White ones will waggle your wingtips, Male ones will muddle your maps, Green ones will guzzle your Glycol, Females will flutter your flaps.

Pink ones will perch on your perspex, And dance pirouettes on your prop, There's a spherical middle aged Gremlin, Who'll spin on your stick like a top. They'll freeze up your camera shutters, They'll bite through your aileron wires, They'll bend and they'll break and they'll batter, They'll stick toasting forks in your tyres.

(a) Now this is the tale of the Gremlins, As told by the PRU, Believed by few, not many, But true none the less, To the few.

(a) RAAF version (b) RAF version. Did the RAF have PINK!! Mosquitos ?? or is this Poets licence.

Your editor can not put a name to the tune this was sung to, but it was melodious and catchy - and well remembered. "Salome", "Roll Me Over" and all the others were belted out ad nauseum in the Coomalie Creek messes - but "The Gremlins" was definitely No.87 PR Squadron's song, sung with great gusto and a great spilling of beer, from glasses waved precariously as the song was sung, perhaps with little tune but a great deal of feeling.



This article certainly expands the current concepts and practice of flight, and would indeed make our world a much "smaller place" *ed.*

Extract Herald Sun 19th; February 1996

Flying saucer a travel revolution

LONDON — An experimental flying saucer is set to revolutionise the way we travel, whisking passengers from Melbourne to London in less than 50 minutes.

Scientists working on the project say travellers could be circling the globe at 24,000kmh within a decade.

Details of the saucer, called a Lightcraft, which would have no need of long runways or large airports, were revealed in the *New Scientist* magazine which said it was "not science fantasy, but the goal of serious researchers".

The travel breakthrough involves the way the craft, measuring 10m across, could harness the shock waves it would make as it flew.

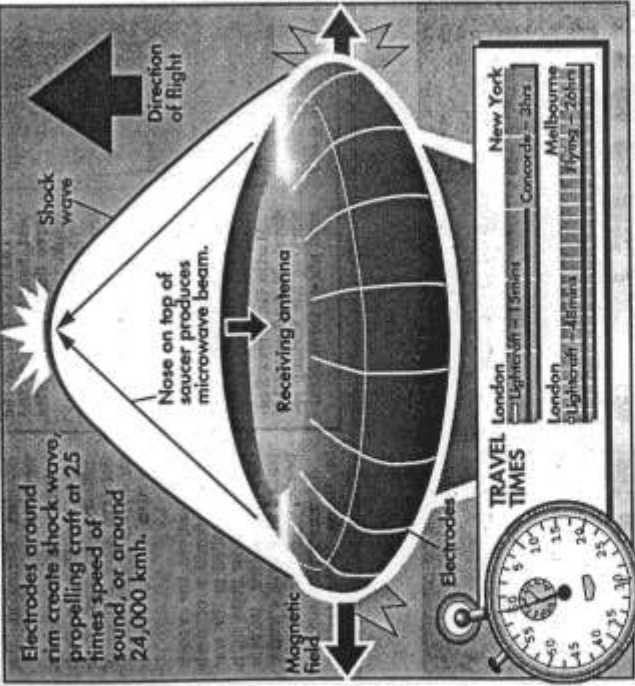
A microwave beam sent out from the craft's nose could create a conical path ahead, directing the explosive force of the shock waves over the saucer rim.

Electrodes set around the rim would pick up power sent out from orbiting satellites and accelerate the shock waves, directing them behind the craft into a tail stream that would catapult the saucer forward at mach 25, 25 times the speed of sound.

Aerospace engineer Leik Myrabo, who was developing the saucer's power system, said: "In effect, the entire vehicle becomes the engine."

Once in space, it would travel in an arc before

IS THIS THE FUTURE OF TRAVEL?



entering the atmosphere again for landing.

Mr Myrabo is working at the Renaissance Polytechnic Institute at Troy, in New York state, with the assistance of Russian physicist Yuri Kaiser, who is based in Moscow.

Mr Myrabo has developed a wind tunnel that can produce shock waves of more than mach 25 to test his theories.

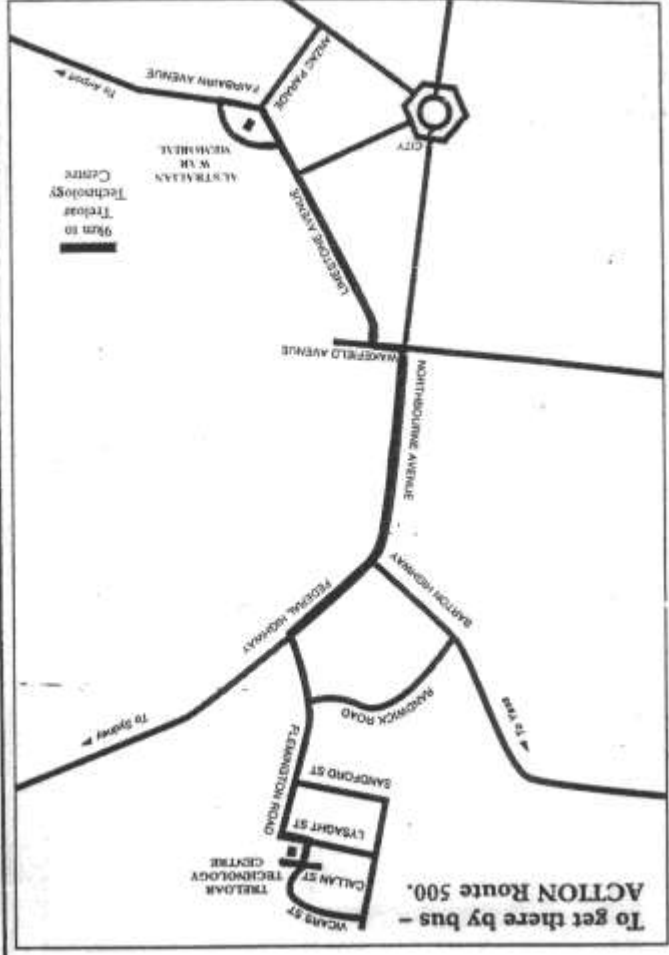
Meanwhile, in another leap into the future, scientists at NASA yesterday

MOSQUITO A52-319 RESTORATION. David Crotty, the Co-ordinator of this restoration for the Australian War Memorial, has advised the project is now completed with the aircraft currently on display at the **TRELOAR TECHNOLOGY CENTRE, MITCHELL ACT.**

The centre is open on Wednesdays and Sundays - 11 am to 4 pm. The plan on this page is provided for members travelling to view this exhibit.

This Mosquito (PR Mk.41) is the first major project undertaken in the War Memorial's Treloar Centre workshop and ensures that an exhibit of this famous wooden aircraft survives in the national collection. It is the only intact survivor of the 212 Mosquitos produced in Australia from 1943 to 1948 and serves as a memorial to all Australians who flew Mosquitos in Europe and the Pacific and the workers who built and serviced it in the face of considerable technical difficulties.

The restoration was commenced at Bankstown by Hawker de Havilland by agreement entered into with the AWM. Many difficulties viz; missing components, the damage by weather exposure and vandalism were solved by War Memorial staff in conjunction with engineers and apprentices at HdH. This Association heartily congratulates the War Memorial on their completion of this valuable addition to the National Collection in Canberra.



- AP, DAILY MAIL

NOTICES - REPORTS - TRIVIA

THE MOSQUITO AIRCRAFT ASSOCIATION OF AUSTRALIA

Notice of Annual General Meeting.

The Annual General Meeting will be held at the Latrobe Shire Council Chambers, Kay Street Traralgon, on Monday the 11th; August 1997 commencing at 2.00 pm.

Business.

- 1) Presentation of Annual Report & Financial Statements.
- 2) To receive & adopt the Annual Reports.
- 3) To elect Executive & Committee for the year ending 30th; June 1998.
- 4) Fixing of Fees for the ensuing year.
- 5) General Business at the Chairs' discretion.

Note (a) Motions for inclusion in the agenda are to be submitted to the Secretary in writing not less than 14 days prior to the AGM.

Note (b) Nominations for the positions of President, Vice President, Secretary, Treasurer and four Committeemen are opened, and close on the 21st; July 1997.

Nomination forms are available from the Secretary. The retiring Committee is M. Ripper (Pres), K. Johnston (Vice Pres) A. Davies (Sec/Treas), and Committeemen J. Burgess, J. Graham, C. Ryan, and R. Skinner.

FROM HISTORY'S PAGES.

During World War I, on October 31, 1917, at Beersheba (now in Israel), a numerically superior Turkish force was forced into complete surrender by a far smaller and very courageous force of mounted Australians - the 12th and the 4th Light Horse Regiments.

This was the last and one of the greatest cavalry charges in military history.

Extract from "VETAFFAIRS"
November 1996 Issue.

VALE.

We sadly record the passing of Stanley Robert ("Stan") PARR - 31/3/21 - 15/11/96. Stan will be remembered by members who served on 94 Squadron as a Navigator on that Squadron in 1945. Our sincere condolences to Olive and family.

OPEN DAY AT RAAF BASE RICHMOND NSW ON 17th; NOVEMBER 1996.

On this occasion the Volunteers on the Mosquito project, servicemen and civilians, had spent considerable time and effort to prepare A52-600 as a progressive restoration display.

This exhibit created a great deal of public interest as visitors to the Base thronged about the aircraft components and illustrations, asking many questions. Numerous enquiries have since been received by this Association, prompted by this display, resulting in some new memberships and donations to our restoration funds.

The Team who prepared this exhibit, under the guidance of oic SQDLD Colin French, are to be congratulated on the success of this presentation and the grateful thanks of our membership to the Volunteers for this great effort is now recorded. This is the second time that Mosquito A52-600 has been presented to the public, the first being in 1991 on the occasion of the 70th; Anniversary of the RAAF. When public interest in the exhibit was, to say the least, quite intense.



INTRODUCTION

FLTLT Tim Higgs RAAF who is currently oic Mosquito Project. Welcome to the Team Tim. Bio later.

MOSQUITO

First deliveries of Australian-built Mosquitoes have been made to the RAAF, the Minister for Aircraft Production states. This is result of two years' work.

WHEN the flying world realised that the Mosquito was probably the greatest success achieved by aircraft designers of this war, the Australian manager for De Havillands (Major Murray Jones, MC) decided they should be built here.

London told Major Murray Jones, "You can build them. But we can't help you. If you care to go on after that, go ahead."

It was a tough job.

The Mosquito, of course, is basically a wooden aircraft. We had the carpenters, all right. Any carpenter of any intelligence can do the work required.

Assembly was a different proposition: when Australian Mosquito production began, the bottom of the manpower pool was being scraped. Good assemblers were rare and De Havillands had to appeal to the RAAF and bring in ground crew to help out the available labour.

But the Mosquitoes are flying now.

It is with regret that the retirement of SQDLD Colin French from the RAAF is announced. Colin is retiring to take up studies in medicine and we wish him well in this pursuit.

Since taking on the responsibilities as oic Mosquito Project, at a time of few resources or funding being available, Colin has kept the project alive and inspired the confidence and enthusiasm of the band of some ten willing Volunteers.

He has also had computer records set up of available components and those still to be found or acquired, and placed project management as a most important part of this undertaking. Colins' quiet enthusiasm and team leadership will be sadly missed. His project reports to the Bulletin have kept our members in touch with all aspects of the restoration.

Several local versions

Indeed one Australian Mosquito has already been on extensive tests in operational areas. Flown by the brother of the chief test pilot who flew them at the factory airfield, it performed up to the greatest expectations.

The Australian version now being produced is known as Mark XL (40) here. There will be several versions.

Our version is made of homegrown coachwood ply, with imported balsa and birch.

The Merlin engines are imported jobs. So are the airscrews. But everything else is being manufactured here.

The British version of the fighter bomber carries four 20 mm cannon and four .303 Brownings.

Four 500 lb bombs can be carried—two in the belly, two under the wings. The wing bombs can be replaced with extra fuel tanks. These give the Mosquito a range of 1,000 miles or more.

Speed of our job? Well, nobody gives Mosquito speeds anywhere in the world. But it is well over 300 mph.

It was a great day for the RAAF when the Minister announced Mosquitoes were in production. With the Beaufighters and the promised Lancasters, and the Liberators and B 25 coming to hand, the RAAF will have a big punch for the road to Tokyo.

MOSQUITO A52-600 NEWS

RESTORATION PROJECT POINT BRIEF NOTES

RICHMOND NSW - JAN 97

* The Richmond Open Day held in Nov 96 was a great success, largely thanks to the members of the Mosquito Restoration Team at Richmond.

* To wrap up the year at Richmond, a luncheon was organised at the Sergeants' Mess in December for the members Richmond MRT members. The following members attended: Mr David Cook, Mr Ron Scott, Mr Hamish Cuming, Mr Ron Vassie (Association NSW Rep), Mr John Beynon, Mr Fred Morgan (Restoration Manager) and Mr William Wells. They were accompanied by the following RAAF members: WOFF Dave Pritchard (D/CMC Sergeant's Mess), FSGT Garth Steinhardt, SGT Doug Clifford, SGT Bill Gore, SGT Tony Martin, SGT Rod Cumming and myself (SQNLDR French). The RAAF members included some members of the workshops who have help over the last year through support from their workshops. At the luncheon the following was noted regarding the valuable assistance provided by the civilian MRT members:

Preparation of the Mosquito Display for Open Day. It is noted that almost all the of the work completed in preparation of the Open Day was done by the civilians. Furthermore, the concept of the entire Display was put together by the team.

Manning of the Open Day Mosquito Display. Apart from the one LAC from 503WG and SQNLDR French, nine civilian volunteers effectively manned the display throughout the day, to answer most questions and hand out informative pamphlets to the visitors. This provided a great relief for the Base RAAF personnel, who were otherwise heavily committed.

Preparation for Base Visits and Public Relations Exercises. The Mosquito has been the centre of attention of many visits and at least two significant PR exercises. In most cases, it has been the civilians who have tidied up and swept the area in preparation for these.

Information Stands and Artwork. The excellent information stands and the artwork that has become a major feature of the Mosquito display, on many occasions have all been produced by the civilian volunteer members.

* It was mentioned at the luncheon that a special certificate of appreciation has been designed for all those who have helped at Richmond, as the move of the Mosquito to Point Cook becomes inevitably closer. Sadly at this stage, there appears to be little scope for any work continuing at Richmond on a large scale.

* Also mentioned at the lunch was my imminent departure from Richmond to Brisbane and thus my departure from the involvement with the Mosquito Project. At this stage, FLTLT Tim Higgs (recently recruited from the RAF) will take over most, if not all responsibilities. Tim is a very experienced engineer and was highly recommended for the this secondary appointment. Notwithstanding, I am still pursuing a Senior Officer to assist Tim as I believe the Project is very significant and there may be some additional problems arising in the near future that may demand a Senior Officers input. However, this additional appointment will largely rest with the current OC 503WG, GPCAPT Hodges. The association will be informed as soon as possible on this account. On parting at the luncheon in December, I gave some parting words to the Team (including Ron). For the most part, I thanked them for their efforts and dedication, indicated my admiration of the aircraft and its history of achievement, provided an optimistic vision as to what is possible for the restoration of the aircraft and wished the team members well. I could expand greatly on my feelings towards the members of team, but this report would be too long! Indeed I also wish the association well and hope all members can at some stage catch up with A52-600 in a restored state as soon as possible.

* **Final Move of the Mosquito and Associated Assets to Point Cook.** The decision, if not made already, to move the Mosquito to Point Cook is now more obvious with the development of the Museum at Point Cook. Nonetheless, movement of the Mosquito and the associated assets will be a difficult task; especially to complete it safely, without any losses.

SQNLDR G. French
of the Mosquito Project.

Note - CHANGE OF ADDRESS.

Lakus Productions.
for Squadron Crests, metal
badges, WW2 cloth flying
badges etc;
PO BOX 255 WARBURTON Vic;
3799.
Phone. 03 59673537

A LIFETIME OF FLIGHT

The next two pages, record the flying record & some of the experiences of our member R.W. ("RON") Daniel of Bullcreek W.A. in war time and as a commercial pilot after the War. Both segments of his interesting career read as a "COOKS TOUR" and there must be a myriad of untold experiences in Ron's "Career Details", as submitted to the Association of Retired Australian Airline Pilots and now printed in this Bulletin. Thankyou, Ron for sharing 16½ years in the RAAF and 24 years in Civil Flying with us. *Ed*



SURNAME DANIEL
FIRST NAMES Ronald William
ADDRESS 1 McWhae Place, Bullcreek, W.A.
DATE OF BIRTH 4th June 1921.

CAREER DETAILS - **ARMED FORCES** 413833

SERVICE R.A.A.F. FROM 1/11/41 TO 29/5/52 **SERVICE NO.** 8022020

DATE (start)	UNIT NO.	LOCATION	AIRCRAFT TYPE	HOURS
1/11/41	1	Bradfield Park	Tiger Moth	63.30
12/12/41	5	Narromine		
10/6/42	10	Dauphin, CAN	Cessna Crane	153.15
11/1/43	11	Shahbury, U.K.	Oxford	50.00
22/3/43	24	Honeybourne, U.K.	Whitley	78.50
18/5/43	C/U	Marston Moor, "	Hallifax	46.20
TOTAL				391.55

SQUADRONS:
 19/6/43 NO. 35 (PPF) Graveley, U.K. Halifax 246.05
 9/6/44 NO. 45 A.T. Group, Lancaster & 143.25
 Dorval, CAN. Mosquito 158.10
TOTAL 547.40

SIGNIFICANT SERVICE IN OTHER UNITS (WAR TIME OR POST WAR)
 1/3/50 WING 86 Richmond, N.S.W. Dakota (CA7) & 2500.00
 to 7/5/57 S/DW 36 Iwakuni, Japan. Lincoln 60.00
 C/U 30 **TOTAL** 2560.00

RANK ON DEMOBILISATION: Flight Lieutenant
SPECIAL COURSES:
 1. Air Traffic & Aerodrome Controller's Course. 2. Junior Weapon's Officer's Course 3. Senior Weapon's Officer's Course.

APPOINTMENTS:
 V.I.P. Captain to Commonwealth Commander-in-Chief Japan/Korea 1952/'53.
 Lt Gen. S. Bridgford and Robertson

DECORATIONS, AWARDS, COMMENDATIONS ETC.:
 1. Air Force Cross. 2. Mentioned in Despatches. 3. AWARD of The Pathfinder Force Badge 12/11/43. 4. Caterpillar Club. 5. The Flying Boot.

DETAILS OF EXPERIENCES OR SPECIAL ASSIGNMENTS:
 (eg. POW / evasion / escape, enemy a/c or ships damaged or destroyed, forced landings, Berlin airlift evacuation flights)
 1. Shot down over N. France 12/11/43 and EVASDED capture, and returned to U.K. on 23/3/44.

2. Assignment: Returned to Paris, FRANCE early 1945 to work with BRITISH IS9 AB Paris Section for 5 months, covering Escapes & Evasions.
 3. Korea: U.S.A.A.F. Mustang Fighter A/C on Take Off at Suwon Airfield in Korea, flew through cockpit of my A/C, a Dakota, whilst waiting for approval to taxi back and clear the runway after having landed.

CIVIL AVIATION

TRAINING SCHOOLS- N/A
AIRCRAFT TYPES N/A
HOURS N/A
DATE LICENCES ISSUED: 3763 366
 PPL. CPL 25/6/52 SCPL 1/1/66 INSTRUCTOR
 ATPL 3rd. 2nd/8/58-279 1st
 NB: See attached for details of further International Licences, AWARDS OR RECOGNITION OF SERVICE N/A

GENERAL AVIATION EMPLOYMENT NAME	LOCATION	PERIOD	FROM	TO	A/C TYPES	HOURS	DUTIES
ANSETT AIRLINES OF AUSTRALIA	Australia	1957-1960	FROM	TO	Bristol	180	F/O
Middle East Airlines	Lebanon	1960-1971	FROM	TO	Viscount	980	"
British Midlands	U.K.	1971	FROM	TO	Comet IV-A	390	"
Brittania Airways	Lebanon	1972-1973	FROM	TO	Comet IV-C	820	Captain
Trans Mediterranean	Iran	1973-1979	FROM	TO	Boeing 707	4880	" & F/O
Iran Air	Sri Lanka	1979-1981	FROM	TO	Boeing 707	1290	CAPTAIN
Air Lanka			FROM	TO		220	"
			FROM	TO		180	"
			FROM	TO		710	"
			FROM	TO		4620	"
			FROM	TO		1260	"
TOTAL						16900	HOURS

SUMMARY OF FLYING EXPERIENCE
SERVICES (R.A.A.F.) 3500
TRAINING SCHOOLS
GENERAL AVIATION 16900
AIRCRAFT COMPANIES 20400
TOTAL AERONAUTICAL HOURS 17500
TOTAL COMMAND HOURS

TRAINING CAPTAIN ON TYPES: Comet IV-C & Boeing 707
CHECK CAPTAIN ON TYPES: Comet IV-C
EXECUTIVE APPOINTMENTS:

DATE OF RETIREMENT: 3rd June 1981

CAREER HIGHLIGHTS :

1. To be a member of the R.A.A.F. During World War II.
2. To be a member of the Path Finder Force of the R.A.F. Bomber Command. One of the greatest fighting forces of all time, and to be associated with so many great fighting men, it was an honour. I also had the pleasure to serve under Group Captain L. Chechire at 1652 Con. Unit at Marston Moor in May 1943. He was my C.O. and a Wing Commander then, and at that time had not won his V.C., but his chest was heavily laden with D.S.O.'s & D.F.C.'s. A delightful MAN.
3. Four & a half months EVADING from France, and the magnificent help and work done by the members of the underground. During my 5 months working for 159 AB Paris I had the honour & pleasure meeting such people as Nancy Flocca (nee Wake) & Sqdn. Ldr. Patrick O'Leary and many others.

I was able to visit most of the French people who had helped me to evade capture & return to the U.K.. Unfortunately, the lady who had been very responsible for my evasion was captured by the Germans & sent to Ravensbrook Concentration Camp. She was last seen on her way to the Gas Chamber. Her name was Madam Jules Henri.

4. After evading to the U.K. on the 23rd. March 1944, I was posted to the R.A.F. No.45 Air Transport Group, Dorval, Quebec, CANADA. I was delivering mainly Lancaster & Mosquito aircraft to the U.K.. The first Mosquito I delivered was via the S. Atlantic, landing at Pope Field, N. Carolina, Nassau, Borinquen in Porto Rico, Trinidad, Belem & Natal in Brazil, Ascension Is., Roberts Field in Monrovia, Yundum in Gambia, Rabat in Morocco, Maison Blanche in Algeria, then Paris, FRANCE, & finally Prestwick in Scotland. Thirty two Mosquitoes departed on the 12/2/'45 from London, CANADA, & we arrived at Prestwick, U.K. on the 2/3/'45. A large number either were lost, crashed or became unserviceable.

One of the biggest problems was the glue holding the wooden construction together. The heat encountered was too hot & the glue melted. This proved the routing around the S. Atlantic was not the answer to the N. Atlantic winter weather conditions. Mosquitoes continued to be delivered using the N. Atlantic routes. I delivered seven Mosquitoes & eight Lancasters to the U.K.. I was the only R.A.A.F. Pilot flying on 45 Air Transport Group.

5. During the Korean War I did two tours on Dakota aircraft, finally ending up with a total of 275 trips from Japan to Korea. During the 2nd. tour I was basically employed as the V.I.P. pilot to the Commander in Chief, British Commonwealth Forces Korea. I had a number of different crew members during my two tours. All were hard working and very capable. Amongst these were a pilot, Leon Mutagh, who finally completed about 330 trips, and a navigator, Ivan Pretty who completed about 370 trips, and a further 10 trips on U.S.A. A26 night bombers. The U.S.A. apparently had a shortage of navigators.

6. I resigned from the R.A.A.F. in May 1957, and joined Ansett in September the same year. I stayed with Ansett until December 1960, when I obtained a position with Midale East Airlines, LESARON. Whilst, reluctant to leave Ansett, as they had treated me very well during my 3 1/2 years with them, the seniority system and my age was against my chances of promotion.

I stayed with M.E.A. for over 10 years, and enjoyed the good flying conditions, and the very high standard of M.E.A.'s operational flying standards. The route structure included most European countries west from Beirut to London, and east through the Arabian countries as far as Bombay, INDIA. Also our routes included through Khartoum in the SUDAN to the Gold Coast in West Africa.

2. I left M.E.A. in 1970, and went to London and sat the necessary examinations to obtain a British A.T.P.L.. After some "traumatic" moments I eventually passed the Group subjects, and finally received the B707 endorsement on my licence.

8. I flew on a short term contract for both British Midlands and Britannia Airways. The route structures with both these airlines extended as far west as the west coast of the United States, and east as far as Kota Kinabalu, and the odd trip to Japan through Anchorage with a freighter load of race horses.

Once again I came up against the "SENIORITY SYSTEM", and had to move on.

My next move was back to Beirut with Trans Mediterranean Airways, a round the world freight carrier, using B707's. The A/c were either U.S.A. registered or Lebanese registered. As a result I needed to have an American licence. This proved to be the easiest licence I ever did have to sit. Two days of studying a book put out by a Mr. Zweng, a multi choice examination, and a 70% plus result was all that was required. There were several practice multi choice examination papers available, which covered all possible questions. The route structure with T.M.A. was mainly within the Northern Hemisphere, but it was conceivable you maybe on your way to Australia or somewhere else in the Sth. Hemisphere with very little notice, and NO route familiarization whatsoever. Exciting to say the least. Anyway after a year of T.M.A., I resigned, and accepted a position with Iran Air, in the land of the Peacock throne. My thirst for freight flying well taken care of, and, to say the least, exciting and interesting.

9. With Iran Air, I continued flying B707's. The route structure was as far west through Europe to London, and as far east as Tokyo, through Beijing in China. Also, most of the Middle East, and Moscow in Russia. Our route on the Beijing flight was east across Afghanistan to Srinagar in Northern Pakistan, across the Himalaya Mountains to Urunchi in the Sinkiang province of China, then passing over Yumen, Changyeh, Yinchuan, Taiyuan to Beijing. The route was just south of the Mongolian southern border.

I was holidaying in Australia at the time of the Iranian revolution, and it was some time before I was able to return to Tehran. It became apparent to most of the foreign aircrew etc., it was probably time to MOVE on, as the situation in Iran was becoming quite difficult. Myself and three other Australians were asked to stay on, but I had been offered a position with AIR LANKA. It was nearly 6 years of pleasant relationship with the Iranian people of Iran Air, and they maintained a very good standard at all time. So, it was ON to Colombo to Air Lanka. A delightful place to finish my scheduled airline flying. When I finished 2 years later, on the 1st. June 1981, I had completed 16 1/2 years in the R.A.A.F., and nearly 24 years in Civil Flying. Flying with Air Lanka was mainly west, through Europe, to London, and East to Singapore and Kuala Lumpur. I believe their route structure has grown considerably.

INTERNATIONAL PILOT'S LICENCES.

Country	A.T.P.L. No.	Date Issued.
Lebanon	FL 023*	18/11/1965
Pakistan	293*	7/6/1969
United Kingdom	96123*	16/9/1971
Iran	311	25/7/1973
Egypt		1/4/1979
Singapore		1/8/1979
Sri Lanka	69*	13/11/1980
United States of America	A.T.R. No. 2195884*	30/9/1972

NB: Licences marked with * are original issue licences.



ANZAC DAY

25TH APRIL



AIRCREW -TIMES PAST

by AUDREY GREALY 1982

Life was a fleeting moment when
We lived from day to day'
A morning dawned, the sun broke through'
We savoured every ray ,
For well we know that with the dark,
There was a price to pay.
When we were young.

The dangers that we faced became
A common bond to share.
The friendships forged upon such fire
Were rich beyond compare.
So many of them all to short
Their loss so hard to bear
When we were young.

We lived our lives up to the hilt,
We laughed and loved and prayed,
We learnt to crack the flippant joke
If we should feel afraid.
These things were all accepted
As by us the rules were made
When we were young.

So many years have passed since then ,
The flames of war have died,
The individual paths we chose
Are scattered far and wide,
But we remember proudly those
Whose lives to ours were tied,
When we were young.

Thanks to member Bob
Cowper we include this
fine & understanding
poem, which, aptly is
now printed in our
Anzac Day issue of the
Bulletin.



Lest We Forget



The Dawn Parade began out West

The Dawn Service on Anzac Day has become a solemn Australian tradition. Its story is buried, as it were, in a small cemetery carved out of the bush some kilometres outside the northern Queensland town of Herberton.

One grave stands out by its simplicity. It is covered by a protective whitewashed concrete slab with a cement cross at its top end. No epitaph recalls even the name of the deceased. The inscription on the cross is a mere two words: "A Priest".

No one could identify this grave as that of the dedicated clergyman who created the Dawn Service. A marker placed next to it in more recent times reads:

"Adjacent to, and on the right of, this marker lies the grave of the late Rev Arthur Ernest White, a Church of England clergyman and Padre, 44th Bn First AIF".

At dawn on 25 April 1923 on Mt Clarence overlooking King George Sound, Albany WA, Rev White, with some 20 men with him, silently watched a wreath floating out to sea. He then quietly recited the words "As the sun rises and goeth down we will remember them". All were deeply moved and the news of the ceremony soon spread.

"Albany" Rev White is quoted to have said, "was the last sight of land these Anzac troops saw after leaving Australian shores and some of them never returned. We should hold a service (here) at the first light of dawn each Anzac Day to commemorate them".

And that is how on Anzac Day 1923, he held the First Dawn Service.

*They shall grow not old. As we that are left grow old
Age shall not weary them, nor the years condemn
At the going down of the sun and in the morning
We will remember them.*

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;

The Editor acknowledges gratefully, excerpts from the Booklet "REMEMBER", produced by the National Support Group of the 55/53 Australian Infantry Battalion ("The Mice of Moresby")

MEMBERSHIP

Our Membership now totals 264 registered members, with only thirteen "forgetfuls" still to renew for the current year. The following members, admitted to membership since the issue of the last Bulletin, are warmly welcomed to our still growing band of Mosquito A52-600 enthusiasts. Their interest and support is appreciated.

Read F.M.	Flora	1/128 Beechworth Rd; Wodonga 3690 - worked on Mosquito construction in WW2 - still an enthusiast.
Williamson H.L.	Laurie	22 Cambridge Cresc. Cooloongup 6168 - Nav W on No87 Sqn; flew with Bosko Johnston.
Chalak J.	Janine	PO Box 7013, McMahons Pt.2060 - enthusiast.
Riddle J.	Jennifer	9 Seale Close, Duncraig 6023 - daughter of member Peter Clarke ex AIF Artillery - ME, Milne Bay, Borneo.
Turner M.J.	Mitchell	212 Anzac Pde; Kensington 2033 - Aircraft enthusiast
Lunsford P.E.G.	Gene	25 Sergison Circ; Rapid Creek NT; ex USAF - enthusiast.
Fender G.A.	Gary	62 Giraween Road, Girraween 2145 - Aircraft enthusiast.
Scott C.	"Scotty"	12 Meehan St; Goulburn 2580- ex 87 Sqn.
Robinson I.L.	Ian	PO Box 20 Goulburn 2580 - Aircraft enthusiast.
Green P.A.	Peter	12/108 George St; East Melbourne 3002 - ex RAF Radar Tech; Aviation enthusiast.
Price J.M.	James	Pastoralist Coodardy Station CUE 6640 - ex RAAF fitter
MBE OAM		11E private pilot. 87 Squadron
Smith C.	Cecil	10 Antigua Way Clear Island Waters 4226 - Cpl ex RAAF cypher Asst; 58 OBU Truscott WA & 20 Catalina SQD. Pilot Gyroplane.

THE UNVEILING of MOSQUITO A52-319 on WEDNESDAY 22/1/97

This ceremony took place at the War Memorial's Technology Centre at Treloar, Canberra. Major General S Gower presented the opening address, followed by an archival film on the Mosquito Aircraft.

Kim Bonython as guest speaker, then gave an inspiring address on the Mosquito aircraft and his personal association and attraction for it, during war operations on No. 87 PR Squadron (RAAF). He stressed the great value to the current and future generations in the preservation of WW2 warplanes to provide a lasting record of their contribution to the war effort and the ultimate victory,

The Association was invited to be represented at this ceremony and our NSW State Representative, Ron Vassie (ex No. 87 PR Squadron RAAF) accompanied by his wife Eileen, represented our Executive. Other members of this Association present were, Kim Bonython-pilot, Keith Muller radio technician, both ex No.87 PR Squadron and Jeff Love navigator No.1 PR Unit. Jeff was accompanied by his pilot Ken Boss-Walker, who with Jeff were the first aircrew to fly an Australian built Mosquito in operations against the Japanese. The operation took place on 1/6/44 in Mosquito A52-2 over Ambon, in a flight lasting 7 hours 10 minutes.

The Mosquito (A52-319) pictured below reveals a beautifully restored aircraft in aluminium dope finish, in which the Mosquitos used by the RAAF post war, continued their aerial photography in the mapping of Australia.



The Mosquito can be viewed on Wednesday and Sundays at the Treloar Technology Centre at 8 Callan Street, Mitchell. More information can be obtained by ringing the Centre on 241 8949.

*The Wooden Wonder restored
Australian War Memorial's Treloar Technology Centre*

Bulletin - Members, please keep sending in your contributions to our news letter, they are of interest to our membership, and are often "first up" stories never recorded before and well worth the telling - you will be helping your overworked editor and staff (?) too in filling up a corner of the Bulletin. Stories, newspaper cuttings, photos, poems, Squadron songs etc

Our lapel badge - This little "Mossie", when worn, is a great conversation starter, and when asked about it, gives YOU the member the opportunity to describe and sell the restoration project . A significant number of our new members are now being recruited directly through the influence of this badge.

Late Payers. All our currently registered members will receive this Bulletin, but regretfully, future bulletins will only be forwarded to you (the late payers) if your Subscription for the year ending 30/6/97 is received prior to that date.



RAAF P3C Orion long-range maritime surveillance aircraft

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

The Mosquito Aircraft Association of Australia

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