

# The Mosquito Aircraft Association of Australia

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

**BULLETIN - No 16 - AUGUST 1997**

## **A SALUTE TO THE BRAVE**

### A FINE PHOTOGRAPH

This cover is a tribute to the little lauded men of the "Ack Ack," whose devotion to their duty played a large part in securing the peace in 1945, when, in the face of great danger, they ably defended our advanced airfields courageously, with no protection from the attacking aircraft whatsoever.



This photograph of a BOFOR GUN and CREW, clearly indicates the extreme lack of protection for the gun crew (with the exception of the gun pit), in the face of enemy air strikes on the air strips protected by these brave men.

We lesser souls could go to ground in slit trenches, or what have you at the screech of the siren, but the gun crews had to "tough it out" in an open & vulnerable position as indicated by this photograph, often the first strike target of the attacking aircraft. Regrettably little is recorded of the bravery of the anti aircraft crews who so ably and with great courage defended our airfields and air strips in WW2.

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

# The Mosquito Aircraft Association of Australia

4/18 Gordon St;  
TRARALGON, 3844

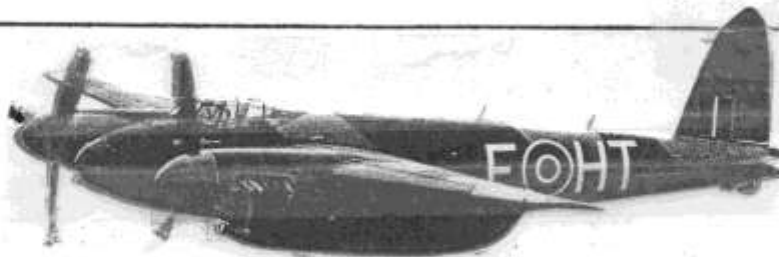
Dear Member,

At the AGM on the 11th; August 1997, the Committee's recommendation that all fees remain unchanged, was adopted. So the annual subscription has been kept to \$20.00 for the past four years, with only one increase from \$15.00 in our first year.

You will note in the Annual Reports that the Association will make a donation of \$25000 to the RAAF toward the costs of restoration of A52-600, later this year. This will deplete the credit built up over the past five years, by careful budgeting of costs of operation of the Association, together with donations received from Members and the general public. Their support in making this contribution towards the A52-600 project is greatly appreciated.

With the move to the RAAF Museum at Point Cook and the overall plan of the RAAF to complete the restoration in 2001, is a clear indication that we have a continuing commitment of financial support to the A52-600 project.

With your Subscription Account below, we have made provision for those members who wish to make a donation to include it with the subscription payment. It should be made quite clear that no pressure is intended and whether you subscribe to the restoration is entirely your prerogative.



CUT OFF HERE



ANNUAL SUBSCRIPTION      NOW DUE.

Please complete the detail beneath and return to the Secretary/Treasurer with your payment.

I NAME PLEASE PRINT  
of ADDRESS  
PHONE NO.

enclose Annual Subscription of \$20 for the year ending 30/6/1998

Please place X in square if receipt is required.

Note Receipts for donations over \$2.00 are acceptable as allowable tax deductions, and the Association receipt will be forwarded for all such donations.

<u>Annual Subscription.</u>	\$ 20.00
<u>Donation to A52-600 Restoration Fund.</u>	_____
<u>Total</u>	\$ _____

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THE BOFORS 40 MM ANTI AIRCRAFT GUN, - was originally designed in Sweden, and was indeed a very fine defensive weapon. It was manufactured in at least two versions, the ship mounted naval type and the wheel carriage mounted land version. The land versions developed from a rather simple fully manual weapon, hand cranked and manually sighted, to the last version being radar directed and electrically trained.

290 BOFORS guns were manufactured in Australia during WW2 and were used extensively in our anti aircraft defence systems. This gun fired 120 shells per minute to an altitude of 23000 feet.

This photograph is obviously taken somewhere in the Pacific War Zone and is typical of a BOFORS gun emplacement and Crew at the end, or elsewhere on the perimeter of a coral based airstrip, even to that old war horse the "KITTYHAWK" airborne almost over the gun pit. Perhaps some of you amongst our membership can more closely identify this strip.

The BOFORS Crew Photograph is taken from the flyer on the book "THEIR SACRIFICE" produced by Rob Linn for the Australia Remembers, 1945-1995 S.A. Committee and The Department of Veterans Affairs. This is a fine soft cover, pictorial record of the activities of all those, both civilian and defence services, who contributed to the Allied War effort in 1939-1945. Published by Open Book Publishers, 205 Halifax St; Adelaide, South Australia.

## "THE HORNET"

Laddie Hindley, a member and an ex RAAF pilot has written to the editor extolling the virtues of the de Havilland Hornet, which he had the good fortune to fly in 1952. Laddie was the second last Commanding Officer of No 87 PR Squadron, which was disbanded in December 1953. On the 29th; Aug; '53 with FO Wood in Mosquito A52-305, in company with two other Mosquitos, were part of the very last RAAF photographic survey run, which was flown over Noonkanbah, Western Australia.

Laddie writes.- "A few bulletins back, there was a short article on the little brother of the the Mosquito - The de Havilland Hornet."

I would be surprised if there were more than a handful of Australians that had the opportunity to fly the Hornet. Just after Christmas 1952, Mike Wood, Nav; and I, pilot were posted to No 81 PR Squadron, RAF on exchange duties, based at Seletar, Singapore. After a short familiarisation period, we were sent to Butterworth, Malaysia with a detachment made up of 30 technicians, another pilot and navigator and two Mosquito aircraft.

Butterworth at that time was purely a RAF base. Included among the air elements was a Hornet Squadron. As fortune would have it, a request came through the RAAF Headquarters at Singapore for me to carry out trials on the Hornet and assess its suitability for medium and high altitude photography.

Any pilot that flew and liked (who wouldn't) the Mosquito would love the Hornet. Slipping into the cockpit was reminiscent of getting into a Kittyhawk or Spitfire, but with the advantage of forward vision. The take off was a dream with no torque effect due to the contra rotating props.

As an ex fighter pilot, I was in a good position to assess the Hornet's aerobatic performance. It was everything one could ask for.

An interesting side to the Hornet and it's aerobatic performance was a display over the base by a RAF pilot. I was quite impressed, but at the time thought that he was pulling excessive "G" as vapour streamers were coming off the wingtips.

Being of similar construction to the Mosquito, the inevitable happened and the Hornet started to disintegrate. The pilot bailed out, but the chute didn't fully open in time and he hit the water hard only 30 yards off the beach, receiving severe physical damage, however, thankfully he did survive.

Over a flying career of 20000 hours and many types of aircraft, if asked what aircraft I enjoyed flying most, I would without hesitation say

"THE de HAVILLAND HORNET"

Cheers, Laddie Hindley

In our last Bulletin, member Ron Daniel, then on RAAF service in Korea, recalled how a USAAF Mustang-fighter flew through the cockpit of his C47 Dakota, only just landed at Suwon Airfield.

Through member David Vincent, the following extract from "AIRCRAFT", April 1982 vividly and pictorially recounts this unusual incident. The reminder to Ron will undoubtedly refresh old memories of dicey days and raise the hackles on the back of his neck.

## Dakota memories <sup>(APRIL 1982)</sup>

YOUR article on "Dakota Memories" (January Aircraft) has stirred a few of my own, but I feel I must correct a small error and reassure Colonel Argent that a RAAF Dakota did not fall into the hands of the Chinese at Pyongyang — or K23 as we knew it.

I was co-pilot on the last RAAF aircraft (the second last aircraft of all) out of K23 on 4th December 1950, together with Flt Lt Ron Daniel (Captain), Flt Lt Frank Barkla (Navigator), and W/O "Blue" Lang (Wireless Operator).

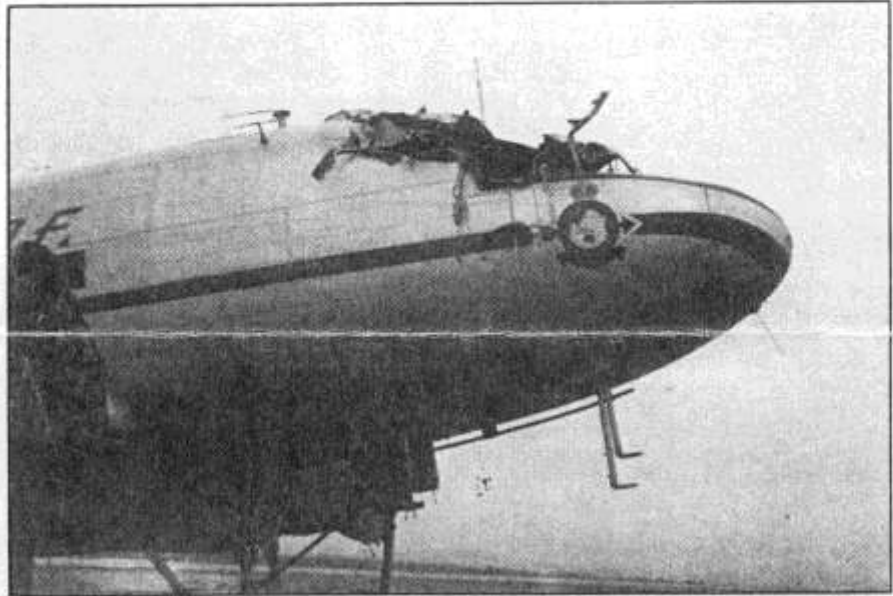
The same crew was aboard Dakota A65-74 at Suwon (K13) two days later on 6th December 1950, when a P51 Mustang, the lead aircraft in a section which was taking off towards us on the runway, converted us into a "roadster", as the accompanying photographs show.

Believe me, the sight of a P51 right on top of us, undercarriage almost retracted, and carrying two drop tanks of napalm and eight rockets, was awesome as it filled the windscreen just before we ducked beneath the glare shield!

The Chinese advance was held up sufficiently to allow A65-74 to be stripped of all useful components and then exploded before Suwon was also overcome in the first week of January, 1951.

L.F. MURTAGH

6 Kupara Street,  
Nerang, Queensland, 4211.



RAAF C47 A65-74, as "decapitated" at Suwon, Korea, by a P51 Mustang. We are assured that the crew were "well below" the instrument panel — thus avoiding a similar fate!



### The Four Crew

You can always tell a gunner  
By his vacant, steely stare.

You can always tell a bombardier  
By his manner debonair.

You can always tell a navigator  
By his pencils, books and such.

You can always tell a pilot  
But you cannot tell him much.

FlyPast January 1997

The president of the company was addressing the board of directors. "All opposed to my proposal will reply by saying, 'I resign.'"

### Call to Arms

ON A South Pacific island during World War II, a bad moment had come in one of the battles. The Japanese were charging the foxhole in which an Aussie and an American were crouching together.

As the enemy bore down on them, the Yank said, "This is it, Aussie! Remember Pearl Harbor!"

"Listen, mate," growled the Australian, "this is no time to be thinking about women!"

— Bill Wannan, My Kind of Country (Rigby)

### DID YOU KNOW?

That the first recorded flight by man was in BC 2000, when the father of Chinese Emperor Shun, ordered him to the top of a granary and then set it on fire!

The youth grabbed two wide brimmed reed coolie hats, jumped and floated safely to the ground.



Mosquito RR 299

It only remains for Display supervisors to exercise much tighter control and to veto any Manoeuvres that carry even the smallest risk of catastrophe. Naturally this should go without saying, but does it?

Lastly I would contend that the general public attend displays to see these aircraft flying and it is not necessary to include low level aerobatics in this repertoire.

On reading through the above account it might perhaps be thought that I am more concerned about the preservation of vintage aircraft than of their pilots. Please be assured that this is not the case.

Continued on page 5

Extract "THE MOSSIE" Vol 14 August 1996

## Barton Airshow near Salford, Manchester - summary of events based on eye witness accounts -

The aircraft left Broughton at 12.35pm enroute for Barton with the crew on board and the crash was reported to Air Traffic Control at Hawarden, near Chester at 1.50pm.

At the end of a display run the aircraft reached the edge of the airfield and climbed to about 1,000ft. This manoeuvre was described by some as being a steep climb followed by a stall turn; following which for some reason the aircraft went into a spin. One witness commented that the pilot rolled the aircraft over to the right, so it was upside down to go into a dive. The left wing was seen to dip and the aircraft went into a flat spin. The pilot put the aircraft into a dive to regain control and this he did, diving to about 600ft. Unfortunately he was unable to pull up in time to avoid crashing into the ground.

The Mosquito crashed and burst into flames in woodland known as Black Woods on Chat Moss about 1 mile west of the airfield, and about half a mile from the M62 motorway. The crash occurred in dense undergrowth. Debris was thrown into a nearby potato field.

Rescue teams including paramedics fought their way through the burning wreckage to reach the cockpit of the aircraft, finding in it two bodies. They were recovered and flown by Royal Naval helicopter to Hope Hospital, Manchester. The fire brigade arrived to put out the burning wreckage.

The Lancashire Aerodrome and the C.A.A. decided to allow the show to continue following a two hour delay in the flying programme. The other display pilots collectively decided that they wished to complete the show.

The Air Accident Investigation Branch of the Department of Transport is conducting an inquiry.

Extract "THE MOSSIE" Vol 16 April 1997

## THE CRASH OF MOSQUITO RR 299 - BY G/CPT J.A.G. SLESSOR, CVO, DL.

The writer comments about the "Mossie" coverage of the crash: The loss of RR 299 and its crew was tragic indeed and one feels desperately for the families of Kevin Moorhouse and Stephen Watson who so cruelly lost their lives.

That said, and with the utmost respect to all concerned, I feel compelled to suggest that a serious question arises, namely: is it time that stricter control is exercised over the sort of manoeuvres that are carried out at Displays, particularly when demonstrating vintage aircraft? RR 299 and the P. 38 Lightning destroyed at Duxford last summer, were both priceless assets which are unlikely, as far as I know, ever to be replaced and this loss makes a big hole in the aeronautical heritage of this country and the USA.

The sequence of events described on page 6 of the August 'Mossie' beggars belief - always assuming it to be an accurate account of what took place. I do not think it ever crossed my mind to attempt stall turns in a Mosquito, at any height - let alone at 1,000 feet. (It would be dangerous enough in a Tiger Moth!) Stall turns always carried the risk of developing into a spin, and for this to happen in a Mosquito at 1,000 feet could only have one outcome, as we have witnessed, with such dreadful consequences.

By the same token, slow rolls in a P. 38 at a mere hundreds of feet are reckless in the extreme and again resulted in the tragic loss of a highly experienced pilot and a unique aircraft.

# THE DE HAVILLAND AIRCRAFT CO. LTD.

## ACHIEVEMENTS IN WAR

### TECHNICAL PREPAREDNESS FOR PEACE

#### JET AIRCRAFT PROSPECTS

Mr. ALAN S. BUTLER, the Chairman, presiding at the ANNUAL GENERAL MEETING of The de Havilland Aircraft Co., Ltd., said:—

Explanations of various items on the accounts have been given in the notes accompanying the accounts, already in your hands. I shall therefore confine myself now to a review of the Company's achievements and prospects.

The year ended September 30, 1944, has once again shown the largest turnover in the Company's history. By reason of E.P.T., however, the profit, £49,215, is almost identical with that of the previous year.

It is with great sorrow and regret that I record the passing of Mr. T. P. Mills, for 18 years a sound counsellor in the Board Room of our Company. His general common sense and trained legal mind are much missed by us all.

Let us take stock of our position to-day. Within the compass of our numerous and widespread activities we have been able to make an outstanding contribution to the war effort. In the past three years our deliveries of aircraft, engines and propellers have had an aggregate value of fifty-nine million pounds. It is interesting to observe that after paying for materials, labour, taxation, etc., the balance left for dividends to shareholders and for ploughing back into the business by way of reserves during these three years has been £140,000.

#### SUCCESS OF THE MOSQUITO

The Mosquito, conceived independently out of the lessons of our own experience, has proved an exceedingly efficient weapon and was the first jet aircraft in the war for two and a half years. It is certainly the most versatile.

The idea behind the Mosquito was that it should use speed for its protection and should be just large enough to fly a long distance carrying a useful destructive load yet just small enough to hold its own against fighters. By realising these aims it has achieved a significant economy of life and labour. Had the Mosquito served in no other function but reconnaissance it would be said to have done a fine job for the Allied cause, for photographic intelligence has in a large measure been responsible for our victory over the enemy. The Mosquito has undertaken the major part of all the long-range photographic and meteorological reconnaissance of the continent of Europe, and of vast areas of south-eastern Asia. It has been extensively used by the United States Air Force for similar work.

On the other hand, if the Mosquito had been used as a pathfinder and nothing else it would have made a great contribution to the defeat of Germany, for the Mosquito has been carrying the most important of all the remarkable pathfinding apparatus, and did most of the target marking which made possible the destruction of the great arsenals of Germany. All the primary marking for D-Day was done by Mosquitoes.

Besides reconnaissance and pathfinder duties, the Mosquito has served in many other important roles. As a pinpoint day bomber, sufficiently fast and manoeuvrable to attack at roof-top height, it has struck many precise blows, picking out individual factories and installations, German military and Gestapo headquarters buildings, often among other houses in the streets of occupied cities, and destroying them with a minimum of surrounding damage.

As a night bomber it has proved especially effective and economical, carrying to Berlin as big a load as some contemporary four-engined bombers requiring large crews and a fighter escort, yet with an exceptionally low casualty rate. In the final 36 consecutive night bombings of Berlin Mosquito losses, in thousands of sorties, were about one-half of one per cent. As a fighter, the Mosquito has, since 1942, taken over the main responsibility for the night defence of the British Isles. Its high speed not only balked every German attempt to raid this country, even using fast aircraft with a small load (an emulation of the Mosquito bombing technique) but enabled Mosquitoes to shoot down 600 flying bombs in the first and worst 60 nights of the menace. As a fighter and fighter-bomber the Mosquito has also done valuable intruder work against enemy night-fighter defences, communications, and troop movements, especially during the great retreats across France and across Germany, and against the Japs in Burma.

Against U-boats and shipping and their defending aircraft, both on ocean patrol and in defended coastal waters, the Mosquito has accomplished much destruction with 20 mm. and six-pounder guns, with bombs, and with rocket projectiles. Its speed and manoeuvrability make it effective for low-level minelaying in narrow waters, such as the Kiel Canal.

For high-speed military communications as well as for civil air-line duty across enemy territory it has done work that no other aircraft could perform, making many remarkable flights. It has lowered the time for the Atlantic crossing progressively down to about five and a half hours. It has flown to Egypt in five and a half hours, and to India in 12½ hours. It has frequently flown to Russia and back in a day, and during the Moscow conference Mosquitoes made 21 single trips between England and Moscow in 11 days, each taking only about five hours. Also during the Yalta conference the Prime Minister's correspondence and his London newspaper were delivered to him every morning by Mosquito aircraft.

Mosquitoes have been in action against the Japs for two years, and, in still more advanced versions, will take a leading part in the final Pacific campaign. About 6,000 Mosquitoes have so far been built.

FLIGHT MAGAZINE - JUNE 28th 1945

(EXTRACT)

#### A section from the Annual Report.

This report by the chairman at the AGM, held by the de Havilland Aircraft Co; 52 YEARS AGO, clearly indicates the tremendous impact that the Mosquito aircraft had on the outcome of WW2, and quite understandably, the pride of the Company in their production of this very fine all purpose aircraft.

#### CRASH OF MOSQUITO AIRCRAFT RR299

Long had this aircraft been a strong favourite when flying on the European Air Show Circuit and this loss is sadly felt. At this date no result of the enquiry into the crash, to our knowledge, has been released. However the commentaries by GRPCEP J.A.G. Stessor CVO DL on page 4, and Eric Atkins, DFC\* Chairman of The Mosquito Aircraft Association, following on this page, may throw some light on this most unfortunate accident.

When the enquiry is concluded and results known, members will be further advised. *Ed.*

Continued from page 4

*Eric Atkins has replied - I entirely agree with your remarks about aerobatics in these priceless vintage aircraft. Insurance Companies already have very stringent rules about operating practices, but perhaps they need to think again about criteria of height, speed, and manoeuvres.*

I have not seen any report yet on the crash of RR 299, but the rumour circulating is that a fuel injection problem was the cause of the stall and spin at the top of a climb. I would be mildly surprised if Kevin Moorhouse indulged in aerobatics; he operated strictly by the rules and usually gave a 'straight and level' flypast, which was 'inspiring but not exactly 'exciting'. As you know, it is still possible to give a fine display of the Mosquito by aiming it at the crowd and then, within safe distance, doing a tight 'get away from target, bombs gone', turn. The other BAE pilot, Peter, won a trophy for the best display at an airshow doing this manoeuvre.

The P. 38 accident appears to have been due entirely to pilot error. The pilot, though very experienced carried out the manoeuvre at too low an altitude for safety in an attempt to give the crowd an impressive display.

Unfortunately, we, who have a high regard for vintage aircraft and are satisfied just to see them fly are probably in a minority at an Air Display. People go there to be thrilled.



## A SHORT HISTORY OF

### De Havilland Mosquito RR299

The aircraft was built as a dual control unarmed trainer based on the FB MKVI airframe. Whilst with BAe the gun ports on the aircraft were blanked off and the bomb doors are inoperable in flight.

RR 299 was built at the De Havilland factory at Leavesden near Watford and taken on R.A.F. charge on 14th April 1945. It was initially delivered to 51 OTU at Cranfield, but as this unit was being run down, RR 299 went to 27 MU at Shawbury on 5th June. Following preparation for overseas service it was despatched to Cairo on 5th December and arrived the same day by No 1 FU from Pershore, and it finally arrived in Aden on the 27th December where it is believed to have been used by 114 Squadron.

The aircraft returned to Britain in May 1949 (1) to be prepared for service with 204 AFS at Driffield (9th June). A category 4R flying accident on 19th December 1949 resulted in the aircraft being returned to Leavesden for repair. After a period of storage at 22 MU at Sillloth, RR 299 was used by De Havilland at Hatfield from November 1952. It suffered Cat. 3R damage on the 30th November being repaired by De Havilland on the spot, then work being completed on the 8th January 1953. It was then taken on charge by the Ferry Training Unit at Benson September 16th 1954. After one month the aircraft was put in storage at 48 MU at Hawarden 31st December and 12 MU Kirkbride 16th February 1957.

In May 1957 the Mosquito was delivered to the Home Command Examining Unit at White Waltham and may also have been used by the Fighter Command Communications Squadron at Bovington. (2)

The final service use of RR 299 was with 3/4 CAACU at Exeter from 30th April 1959 until March 1963. At Exeter it supported the target towing Mosquito B(TT) 35's, including TA 634 now at the Mosquito Aircraft Museum, by providing conversion training and instrument rating. At this time it was painted silver and coded with the letter "X". (3)

Following storage at 27 MU Shawbury, RR 299 was acquired by the De Havilland Division of Hawker Siddeley Aviation and flown to Hawarden (Chester) by Pat Fillingham on 12th July 1963. The civil registration G-ASKH was allocated but never carried. (4) The first C. of A. was issued on the 9th September, 1965 and the aircraft was flown in overall silver finish for the first time after this on 30th Jun 1966. It made an appearance at Farnborough Airshow flown by Pat Fillingham.

In June 1968, RR 299 was camouflaged to become a star in the "633 Squadron" sequel "Mosquito Squadron" and wore this livery for many years afterwards. The flying sequences were filmed from Bovington with three of the surviving ex-Exeter based Mosquito B35's. RR 299 flew down on 21st June coded HT-G and with the serial number HJ898.

Between 1968-69 the aircraft's starboard engine a Rolls Royce Merlin 25 was replaced by a Merlin 25. At C. of A. in 1969 the aircraft had completed 978 flights, with airframe hours totalling 1153 hr. 35 min. The 1,000th flight being made on 21st July 1970. (5) In 1982 as inspection of the port Merlin 25 engine

showed it had a cracked cylinder head and had to be repaired. (6)

During the winter of 1991-92 it received deep servicing including minor structural repairs to the woodwork and a complete fabric re-covering; it was repainted in its present livery, day fighter camouflage of the 2nd Tactical Airforce.

A total of 1933 hours were flown up to the end of the 1995 season with an average of around 50 hours flown each year.

More recently in 1995 on the return flight from the RAF Leuchars Airshow on 16th September the aircraft developed a slight problem. Returning over the Lake District the crew noticed that oil was appearing down the starboard side of the aircraft and before long the fuselage was covered in oil. A quick check showed that there were no indications from the instruments of any problem, but to be on the safe side the crew decided to land at Liverpool Airport. This gave the waiting passengers at the airport quite a surprise and the rare opportunity to see the World War II aircraft at close quarters.

Once on the ground an inspection showed that the starboard oil cooler had sprung a slight leak and that about half to a gallon of oil had escaped. The hole was blanked off with a bolt and washer, the oil topped up and the flight was completed.

Based on information supplied by BAe, Avro International Aerospace, Woodford and Stuart Howe - "Mosquito Survivors."

(1) Stuart Howe - Mosquito Survivors p.29 states the aircraft returned to the UK in December 1946 and was put in storage at 9 MU at Cosforth 29th May 1947.

(2) Mosquito Survivors - Stuart Howe adds that it was flown by David Ogilvy at White Waltham to familiarise himself with the Mosquito before he started to ferry the Spartan Air Services B 35's from storage at Sillloth to Derby.

(3) photo p. 30 "Mosquito Survivors".

(4) Mosquito Survivors - p.31 states: On 2 September, 1964, Hawker Siddeley test pilot Pat Fillingham travelled to Shawbury and test flew RR 299 for 1hr 15 min, and on 8 September he delivered the Mosquito to the HS factory at Hawarden, Chester in a 45 min flight after it was signed out by HS Inspector Ian McMurray as fit for flying.

(5) Mosquito Survivors - p.31

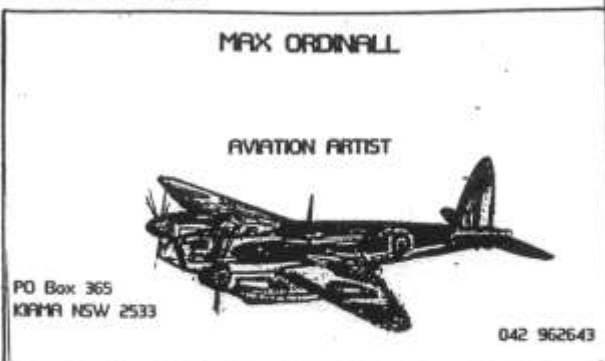
(6) Mosquito Survivors - p.32-33

Following enquiries from Members, the Bulletin has "lifted" this history of RR299 from the "Mossie", Vol 14 August 1996, with acknowledgement to the Mosquito Aircrew Association. Members will recall that sadly, RR299 crashed on the 21st; July 1996 with the crew, pilot J.K. Moorhouse and crewman S.Watson both killed in this tragic accident.

# NOTICES ETC.

## NOTE 464 Squadron ex Aircrew members

**MAX ORDINALL** - An Aviation Artist and member of this Association is working on a painting of a flight of 464 Mosquitos, with release as a limited edition print. He hopes to have the prints signed by ex 464 Squadron Aircrew, whose aircraft may well be part of the painting. Part of the sales proceeds will be donated to this Association's Restoration Fund.



MAX would appreciate hearing from ex Aircrew members of 464 Sqdn; indicating their willingness to be part of this project. There will be no travel involvement as Max plans to travel to the signatories. **PLEASE WRITE DIRECT TO MAX AT THE ADDRESS SHOWN ABOVE.**

## VALE

"Gil" Lundberg, late of Buln Buln Rd; Drouin East. relevant dates unknown but early this year. "Gil" was a PLTLT Pilot on 87 PR Squadron and completed 18 operations in Mosquito aircraft. He was OC detachment to Borneo in Mosquito A52-604, flying one operation over Tarakan and Balikpapan in A52-600. "GIL" was awarded a Mention in Despatches for the part he played in the Borneo Campaign of 1945.

A Foundation member of this Association he is sadly missed.



## Get Your Story on Tape



Wing Commander Graham Walton, Commanding Officer, Central Photographic Establishment, RAAF Williams, has written pointing out a need for retired Air Force personnel to place on record for posterity and archival purposes their contributions to this country's military aviation history. He is anxious that the RAAF's heritage be preserved.

It is proposed to set up interviews to be recorded on broadcast quality video. This would create a database of names, places and events, thereby forming a library of footage and information readily accessible for any production. Also, private photographic collections could be recorded with appropriate 'voice over'.

Subjects would cover all ranks, as well as wives. Interviews would be uncensored and a copy of any recording would be returned to the subject for editing at their discretion. It is anticipated that a recording session would take about three hours, in the subject's own home if necessary.

Anyone interested in taking part in this project should contact Flight Sergeant Ray Bennell on (03)9256 2359 during working hours, or (03)9742 5891 after hours.

## One for the older members

Three Probians were discussing what their grandchildren would be saying about them fifty years hence. "I would like my grandchildren to say, 'He was successful in business,'" declared the first man.

"Fifty years from now," said the second, "I want them to say, 'He was a loyal family man.'" Turning to the third man, he asked, "And what do you want them to say about you in fifty years?"

"Me?" the third one replied. "I want them to say, 'He certainly looks good for his age.'"

## One for the newer members.

Following some requests for copies of earlier Bulletins, reprints have been run and are now available to members, particularly those who have joined since the foundation of the Association in 1992. If you would like to have a complete set of Bulletins, just advise the numbers of the Bulletins required. Cost is \$2 per Bulletin plus postage, you will be sent an account with the Bulletins ordered. Please send your orders to The Secretary. *Ed.*

**MEMBERSHIP** - now totals 261 with the following additions admitted since the issue of the last Bulletin. A very warm welcome is extended to these new members.

D.J. Crotty	David	3/95 Weddin Cr; Palmerston 2195-Curator. Aviation enthusiast
T.G.Patrick	Trevor	10 Lawrence Rd; Kenthurst 2156 - Pharmacist.
P.B.Rothwell	Peter	9 Beach St; Emu Plains 2750-SQDL Engineer RAAF.
D.A.Harris	Doug	9 Waterview St; Woy Woy 2256, RAAF Stores Borneo and Japan.
J.S.Reynolds"Rowdie"		46/279 Morrison Rd; Ryde 2112-Nav/W No.87 PR Sqdn.

## AUDITOR'S STATEMENT

The accounts of the Mosquito Aircraft Association of Australia for the year ended 30 June, 1997 have been audited.

In my opinion, the Balance Sheet and accompanying Operating Statements are properly drawn up so as to give a true and fair view of the affairs of the Association as at 30 June, 1997 and results of the operations for the year.

Peter F Wood, JP  
Honorary Auditor 9 July, 1997

## VALE

**William Andrew Henry ("ANDY") KELLETT**  
4/9/1920 - 10/12/1996

"ANDY" joined this Association on the 27/9/92. He served on No.456 RAAF Mosquito Squadron, operating over Europe with merit and distinction in WW2.

Our expressions of deep sympathy are extended to "Billie" and family.



### A52-600 on Display

A feature of the duties performed by our volunteers at Richmond, both servicemen and civilians, has been the setting up of A52-600 for display and conducting interested groups through the inspections.

This delightful photo of PO Dave Disorio with a bright looking group of some of the children from the primary school at Glossodia, NSW, attending an inspection at RAAF Base Richmond on the 25/3/97, records a practical demonstration of one of the Objects of this Association; viz:

No.5 To advance and preserve the memory of those persons who designed, produced, flew and serviced the DH98 Mosquito Aircraft.

Our sincere thank you to all the volunteers, who have assisted in the many aspects of work on this important restoration, since the aircraft was first based at Richmond in 1989, their enthusiasm and dedication will not be forgotten.

### REPORT ON AGM IN TRARALGON ON MONDAY THE 11th; AUGUST 1997

26 members and guests attended including 5 of the Richmond Volunteers, namely Fred Morgan, Hamish Cuming, Ron Scott, Fred Waski and Bill Wells, accompanied by Ron Vassie our NSW Representative, SQDLDR Peter Rothwell, FLTLT Tim Higgs both of 503 Wing, Richmond and FLTLT Mike Mayfield pilot of 37 Squadron. Annual Fees - As recommended by the outgoing Committee, were fixed by the members present as before. A notice for payment of the \$20 Annual Subscription is attached to this Bulletin: Members' early payment of the Subscription will be greatly appreciated.

Executive and Committee - The outgoing officers as nominated were elected as follows :-

President R. Ripper    Vice President K. Johnston    Secretary/ Treas. A.L. Davies  
Committee J.Burgess, J.Graham, C.Ryan, R.Skinner.

Move of A52-600 to RAAF Museum. Discussed fully with emphasis from the volunteers on the importance of preparation of the fuselage and other sections, to ensure safe transport. It is hoped that the volunteers may play a part in this important task.

Reports. SQDLDR Gary Westly and FLTLT Tim Higgs are thanked for their reports to the AGM. There are many points of great interest in these reports and members are urged to read them fully. The RAAF Museum Report, outlines current policy on historic aircraft restoration and the plans in hand and priority for A52-600. Melbourne and suburban members PLEASE NOTE SQDLDR Westley's invitation to such members as are interested in assisting the restoration as volunteers, to telephone him or Mr. David Gardiner with their particulars. Tel: 92561279 or 92561479

General discussion. The "to Fly" or "not to Fly" situation was fully aired as was the intention of the RAAF to restore A52-600 to an airworthy standard, but overall static condition.

The Richmond Volunteers' development of A52-600 as a progressive restoration exhibit for the benefit of the viewing public, was most favourably received. It was noted this is also the intention of the RAAF Museum.

Donation Members were advised that the Association expected to make a donation of \$25000 to the RAAF later this year to be expended on the restoration of A52-600.

The meeting closed at 3.30 pm, followed by afternoon tea.

Consolidated Annual Report for period ending the 30th: June 1997 and  
tabled on 11th: August 1997.

**MEMBERSHIP.** 25 new members were attracted to the Association in the past year from the efforts mainly of existing members. However with forfeitures of 11 and the decrease of 6 members, our membership increase is limited to 8 for the year under review. Details are as follows.

Membership as at 1/7/96	248
Add New members enrolled	22
Less Memberships forfeited	273
Less Members deceased	11
Less Members resigned	262
Total as per member's Register	6
as at 30th: June 1997.	256

**THE RESTORATION.** In terms of restoration works on A52-600, the year has been somewhat disappointing, with both funding and priorities at a low ebb. However the Volunteers, most of whom are members of this Association, have been active in numerous weekly activities most necessary to forward the restoration. Recently they have been preparing the aircraft for the move to Point Cook, Victoria, including air pressure housing to dissipate dust and enclosing the fuselage in plastic coverings.

A most important aspect of their work this past year has been the emphasis on preparing and displaying the restoration as a progressive Museum restoration project. This has received great public interest at the organised visits by groups on many occasions, notably on the OPEN DAY at Richmond on the 17th: November 1996, as part of the RAAF's 75th: Anniversary.

The most notable and indeed unexpected happening of the year was the RAAF decision to transfer A52-600 to the RAAF Museum at Point Cook, Victoria for completion, as part of the Heritage Aircraft Flight. This move is expected to take place during August/September 1997. The RAAF objective is complete restoration to static display state by the year 2001, with taxing capability decided later. There are currently no plans to restore A52-600 to flying condition.

This move to the RAAF Museum has naturally been a blow to the "Richmond Volunteers", who have done so much to keep the project afloat in difficult times. We applaud their stirring efforts. Letters of commendation to the Volunteers from this Association, were presented to them individually in December 1996.

The Association has made contact with SQUADRON GARY WESTLEY the Commanding Officer of the RAAF Museum and the Committee will visit Point Cook when the project is set up there. The RAAF has advised that progressive reports on the restoration will be made available to the Committee.

To some, the decision to restore A52-600 to static display later with perhaps taxing capability, will be disappointing. On reflection however, flight would subject this historic, one off aircraft with war and peace operational background, to obvious risks to crew and aircraft, which must be avoided.

**PUBLIC RELATIONS.** With minimal restoration progress there has been little to report to media, and this part of our PR has suffered. This position will be altered with the arrival of A52-600 at Point Cook, and the various media points will be advised of the move from Richmond, with the current plans for the completion of the project, as advised under "The Restoration" on the previous page.

**Displays.** The keen interest of the general public has been most obvious at the displays held at RAAF Base Richmond, set up and manned in the main by the volunteers. Several have been held during the year, including one during the 75th: Anniversary of the RAAF, another for a group of School children, and a recent visit of 65 people arranged by one of the volunteers. PR literature and membership forms were handed out with some new memberships resulting from this source.

**Limited edition prints.** A leading Australian Aviation Artist will be donating a painting of A52-600. Negotiations are proceeding for prints signed by crew members who flew A52-600 to be run, with part proceeds of sales donated to this Association. All transactions associated with the printing and sales will be conducted by the artists' agency. On completion of the prints the painting will be handed over clear, to the Association. The Bulletin. Members have been kept in touch with the project through the issue of three Bulletins this year. The tales of members' experiences during the war are very well received, and "your story" will be welcomed by your editor - Keep the material rolling in.

**FINANCE.** Donations have been received this year mainly from members, a relatively small number of whom loyally support the restoration in a practical manner each year. General public donations are down. The Operating Reserve shows a healthy surplus.

In accordance with Object No. 4 in our Constitution, your Committee has arranged with the RAAF to make a financial contribution of \$25000.00 to contribute to the costs of restoration of A52-600 later this year. The RAAF Museum will administer these funds.

Full financial statements appear later in this report.

The Committee. Four Meetings have been held with good attendances. Again we thank Ron Vassle, our NSW Representative for his close liaison with the Committee and the editor and his supply of excellent photographs of the project. Also Ron has represented this Association at two important functions this year, namely, the unveiling of A52-319 at Canberra and the Memorial Service at Peterham NSW, for the Aircrew members of 618 Squadron RAAF who died in the crash of a Mosquito (HR576) on the 2nd: of May 1945.

The Retiring Executive and Committee  
President. Max Ripper Vice President. Ken Johnston  
Committee John Burgess, Joe Graham, Col Ryan, Ron Skinner. Alan Davies.

**FEES.** The Committee considers an increase in Membership Fees unnecessary and submits to Members that the Fees remain the same for 1997/1998.

**DONORS.** We hereby honour those members and the public, with grateful thanks for their welcome contributions in support of the A52-600 project, of \$ 2078. These donations are accepted by the Tax Office as a deductible expense. The total amount is credited to the A52-600 Restoration Account, so all of the donor's dollar is expended on the project.

OUR DONORS FOR 1996/1997 ARE -

C.J.J. Cousins, A. O'Gan, P. Spelty, R. Vassle, B. Ray, R. Spooner, T. Williams,  
R. Langford, R. Timbury, R. Skinner, V. Grenville, B. Morgan, N. C. Amos, S. Parr (Dec)  
R.A.B. Taylor, R.G. Templeton, W.I. Pretty, D. Barrett, L. Hindley, D. Avery,  
A.L. Middleton, C. Cook, G. Lundberg, R. Sutton, I. Pease, N. Sparrow, H. Davis,  
W.D. Eshgrave, A.E. Flinders, Mrs. P. Jones, J.P. Dempster, D. Jacobs, B. Arms, J. Bell,  
A. Davies, A. Holtham, H. Howard, V.P. Rayner, J.E. Brayne, M. J. Chalack, K. McQuire,  
C.V. Scott, F.W. Davison, J.M. Price, A. Barry, S. Fitzgerald, P.M. Rend, A.A. Taylor.

ANNUAL STATEMENT OF ACCOUNTS AS AT 30th; JUNE 1997.

Statement of Income and Expenditure.

Administration Account.		Income.
Expenditure.		
Postages	\$ 586.70	
FID	20.13	
PR Advertising	13.20	
Office Requisites	42.25	
AGW Expense	30.56	
Photo Copying	969.50	
AGM Advertising	14.25	
Telephone	76.00	
Stationery	95.45	
Depreciation	10.00	
Balance transferred to Operating Reserve	4775.16	
	\$6633.20	
Joining Fees 23 @ \$10		\$ 230.00
No charge 2		
Subscriptions		\$4820
241 @ \$20		
2 Junior @ \$12		24
3 Junior N/C		-
1 Aero Club		40
1 ATC Flight		40
8 at Half cost		80
Interest Earned		5004.00
Bank	152.41	
MAAA Investment	1073.19	
Bulletin Reprints		56.00
Badge Sales	210.00	
Less Cost of Sales	92.40	
		117.60
		\$6633.20
Operating Reserve		\$12174.30
Balance B/f		4775.16
Trsrfr. from Admin A/C		\$16949.46

Restoration Fund.		
Balance B/f		\$ 7438.37
Donations received		2078.00
		\$ 9516.37

Bank of Melbourne - Operating Account.		
Balance B/f	\$19507.67	
Deposits	7719.41	
	\$27227.08	
Balance B/f	8344.24	
		\$1882.84
		8344.24
		\$27227.08

Bank of Melbourne - MAAA Investment Account.		
Term Deposit		
Maturing 8/8/1997	\$17000.00	

Balance Sheet as at 30th; June 1997		Liabilities.
Assets.		
Bank of Melbourne	\$ 6344.24	Operating Reserve
MAAA Investment	17000.00	A52-600 Restoration
Petty Cash	100.00	Fund
Badge Stocks	77.00	Advance Joining Fees
Card Stocks	134.40	Advance Subscriptions
Office Equipment	10.00	
Interest Accrued	1073.19	
	\$26738.83	
		\$26738.83

MOSQUITO A52-600 NEWS

RESTORATION PROJECT NOTES

RAAF RICHMOND - JUL 97

It is with regret that I feel that I must confirm to Association members that A52-600 will be moving to the RAAF Museum at Point Cook. The preparations for the move are only in their early stages as I type, so much so that neither we nor the Museum have a move completion date. However, the curator has taken the initial steps to assess the amount of freight that will need to be moved. All of us here at Richmond could have told him over the phone ..... HEAPS.

**Hangar Visits.** A52-600 still plays a major role in the visit itinerary for any groups visiting RAAF Base Richmond. The civilian volunteers happily take on the task of hosting these visits when they are able and as such we make every effort to get the visits scheduled for Tuesdays, when the 'lads' are at work. The Base Visits Coordinating Officer, Pilot Officer Dave Di Iorio has become a dab hand at answering all variety of searching questions about our grand old lady. Interest has come from many areas, woodworkers, aviation groups, the Rotary/Probus and many schools. Rarely do you get asked the same question twice. One school group even asked me how much I earned!

**Public Relations.** A full page news article appeared in the Hawkesbury Gazette, featuring Fred Morgan, our Restoration Manager and Group Captain Elwyn Hodges, the Officer Commanding Number 503 Wing, for whom we have to thank for the ongoing support of A52-600 in terms of space and facilities. The article itself played heavily on her historical significance.

**Change of Officers in Charge.** In his last update for the bulletin, Squadron Leader Colin French introduced me as the new Officer in Charge. I now have the pleasure in announcing that to ease my burden a little, Squadron Leader Peter Rothwell has been appointed as the senior man on the project (probably just to keep me out of trouble!). He brings a huge amount of aircraft and RAAF experience to the party.

**On-going Work.** Despite having little or no money, work on A52-600 continues on a trickle feed basis. We are still able to employ a good deal of elbow grease and a little sand paper to remove paint and corrosion from metal components, and we have the full support of the Non-Destructive Inspection Section and the base Paint Shop, who help us out with their expertise and advise when they can. It would be nice to think that the work on the fuselage could be completed before she gets moved to Point Cook. We will have to see what we can sort out.

*[Handwritten signature]*  
1177

Tim Higgs  
Flight Lieutenant  
OIC Mosquito Restoration, RAAF Base Richmond

1. The Museum Activities Committee (MAC) headed by the Air Officer Commanding Training Command, Air Commodore B J Espeland has recently conducted a complete review of all RAAF aircraft restoration activities. As part of that review it was decided to rationalise the current aircraft restoration projects conducted by the RAAF.
2. When the MAC Review started in 1996 the RAAF had five major aircraft restoration projects underway, at various locations around the country. These were:
  - a. Consolidated Catalina VH-EXG at Amberley,
  - b. Douglas Boston at Amberley,
  - c. DeHavilland Mosquito A52-600 at Richmond,
  - d. CAC Mustang A68-170 at Point Cook, and
  - e. Supermarine Walrus HD874 at Point Cook.

Many of these projects were started at a time when the RAAF had surplus technical manpower and funding. However, as the RAAF has downsized over the past five years, with resources becoming increasingly scarce, much of the work on the restoration projects has ground to a halt. This was particularly evident on A52-600, with little real work being achieved over the past 3 years due to lack of funding.

3. The MAC decided that the way ahead for future RAAF restoration projects was to have one main centre for aircraft restorations based at the RAAF Museum at Point Cook. The RAAF Museum was to form a dedicated Restoration Flight, manned with a combination of Permanent Air Force, Reserve and Volunteer manpower to conduct the restorations.
4. The Restoration Flight has recently been formed with GPCAPT Ron Gretton nominated as the Project Team Leader. GPCAPT Gretton has vast experience in aircraft restoration, having completed the restorations of the Maurice Farman Shortrom and Hawker Demon aircraft for the Museum over the past 12 years. GPCAPT Gretton has spent the last three years working on the Museum's Supermarine Walrus.

5. The MAC recognised the historical significance of A52-600, as the only remaining Mosquito in the world with combat experience, and has ordered that the aircraft should be the next major restoration at Point Cook following the completion of the Supermarine Walrus.

#### Current Situation

6. The RAAF Museum is currently restoring Supermarine Walrus HD874 to static condition at Point Cook. Under the guidance of GPCAPT Gretton it is anticipated that the project will be completed by mid-1998. The Restoration Flight will then commence work on the Mosquito. As the first part of the project, the aircraft will move slowly and carefully from Richmond to Point Cook. Air Lift Group (the RAAF's transport fleet) has given their support to the project in providing Air Support in the form of C130 Hercules aircraft to help move the aircraft to Point Cook. This will alleviate the need to use road transport for the majority of the aircraft, thereby minimising the risk of damage during transit. Indeed the first major component of the project was delivered to Point Cook this morning with the arrival, by C130, of the Engineering Grade Spruce that was purchased to reconstruct the wing main spar.

7. The plan at the moment is to continue to move the aircraft by air with a view to having most of the project relocated by Christmas this year. The next major task will be to undertake a detailed inventory of the aircraft and tooling with a view to developing a work

plan for the aircraft. This phase will take place in the first 6 months of 1998, so that when the Walrus is finished the project team are able to start straight away on the Mosquito.

8. The Mosquito restoration will be open for public viewing as part of the RAAF Museum's "Working Museum" exhibition enabling the public to follow the step by step rebuild of this famous aircraft. The duration of the Mosquito is expected to be 2-3 years.

9. Like all such institutions the RAAF Museum relies heavily on volunteer labour to complete much of the work required on restorations. The Mosquito will be no different in this regard especially during the early stages of cataloguing, researching and developing the restoration plan. So if there are people in the Mosquito Association with some free time who would like to give us a hand, whether they have technical experience or not, please contact Mr David Gardner or SQNLDR Gary Westley on 92561279 or 92561479 so that we can form a database of volunteers.

#### Flying vs Static

10. The RAAF Museum currently has eight airworthy aircraft. These are
  - a. The Sopwith Pup,
  - b. The Fokker DRI Triplane,
  - c. Tiger Moth,
  - d. CAC Wirgibel,
  - e. North American Harvard,
  - f. DeHavilland Vampire, and
  - g. The North American Sabre.

Of these aircraft, the Sabre and the Vampire are currently grounded. The Vampire because of wing fatigue problems and the Sabre due to lack of resources. Additionally, the Museum's Ventura bomber which crashed at the Richmond Air Show last year is awaiting restoration. At the same time the Museum's technical workforce will be reduced to 2 technicians at the end of this year.

11. So whilst we would all like to see every aircraft fly, the resource reality is that we can only keep a small number airworthy. In order to make maximum use of manpower resources the Museum has decided to only operate single-engine piston aircraft. However this does not preclude the Museum leasing aircraft to large corporations to operate on the RAAF's behalf. Talks are underway presently to enable the Sabre to keep flying with the help of corporate sponsorship. This may well be the future for large aircraft such as the Mosquito.

12. At present the RAAF intends to restore A52-600 to an airworthy airframe standard, but overall static condition.

13. I hope this report has shed some light on the future plans for the aircraft for your members. If you have any queries please do not hesitate to contact me on 9256 1479.

  
G. K. WESTLEY AOC,  
SQNLDR  
CO RAAF MUSEUM

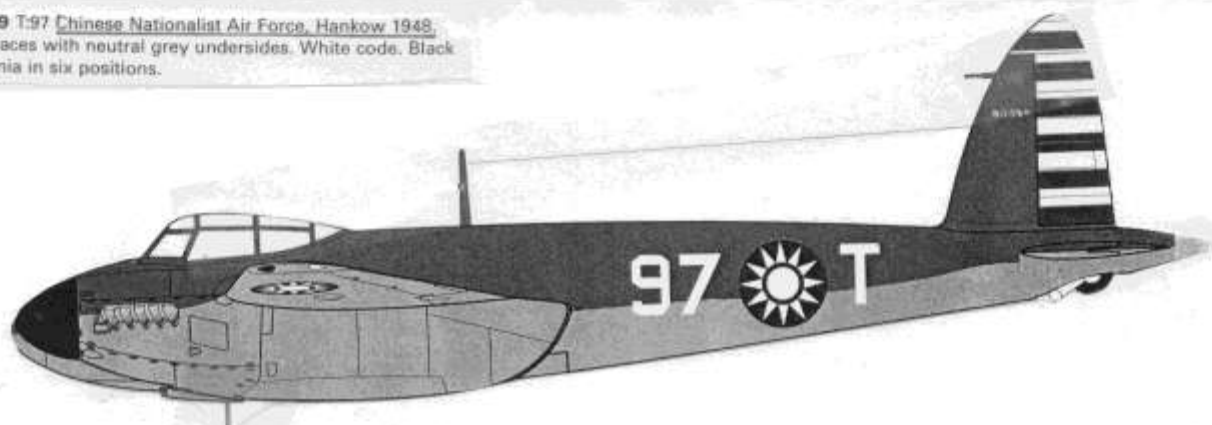
11 August 1997

FAIR DINKUM REPORTS FROM COMMANDING OFFICERS OF NAVY, ARMY AND AIRFORCE UNITS re THEIR JUNIOR OFFICERS AS QUOTED IN FITNESS REPORTS.

- " This officer should go far - and the sooner he starts, the better "
- " This man is depriving a village somewhere of an idiot!"
- " She sets low personal standards, then consistantly fails to achieve them".
- " Since my last report he has reached Rock Bottom and has now started to dig".
- " Works well under supervision or when cornered like a rat in a trap".
- " When he opens his mouth, it is only to change whichever foot was previously in there".

Our grateful acknowledgements to "GUIDE LINE PUBLICATIONS UK" and DAVID HOWLEY, Publishers and Artist for their consent to us to feature excerpts from the publication "SCALE AIRCRAFT MODELLING" in our Bulletin.

Mosquito T.29 T:97 Chinese Nationalist Air Force, Hankow 1948.  
drab uppersurfaces with neutral grey undersides. White code. Black spinners. Insignia in six positions.



During WW2 many countries' aircrews operated in RAF Mosquito Squadrons, or in Squadrons under their own insignia. After the war, many countries seeing the need for multi purpose aircraft in their defence plans, formed Mosquito Squadrons. From time to time actual aircraft of such Squadrons will be depicted in our Bulletins.

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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