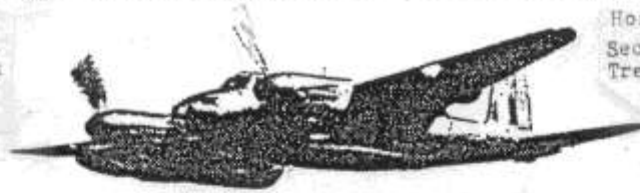


# The Mosquito Aircraft Association of Australia

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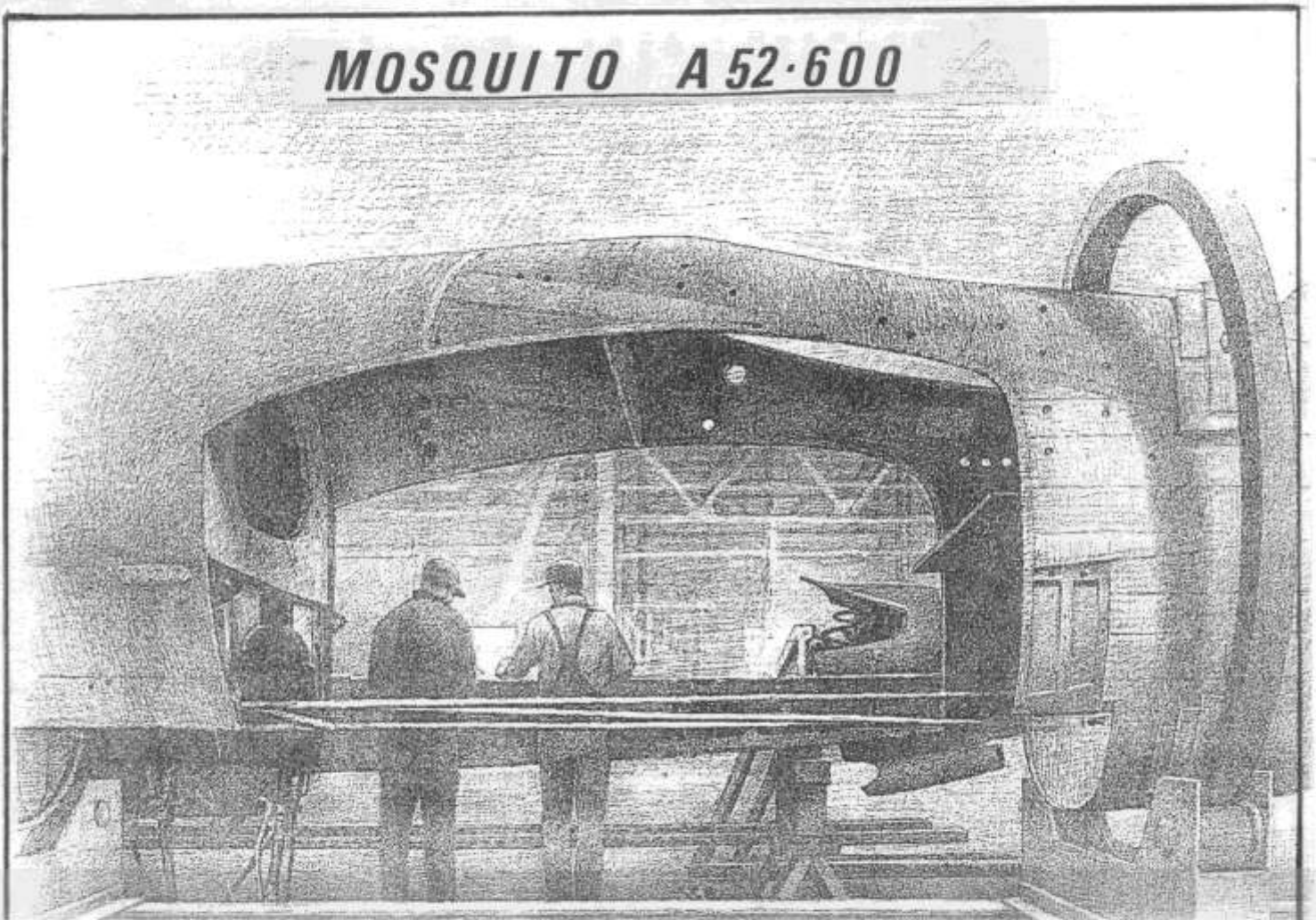


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PATRON AIR VICE-MARSHAL J.C. JORDAN AO (RAAF-RETIRED)

## BULLETIN - No 17 - DECEMBER 1997

### MOSQUITO A52-600



This very fine sectional sketch of A52-600, in a hangar at RAAF Base Richmond, is the work of our member and volunteer on the restoration team - William (Bill) Wells, and we thank him for his artistic contributions to the project.

The sketch is of the forward section of the fuselage after complete wing removal, showing two of our volunteer members standing in the wing box cavity, just under the rear of the cockpit area.

The aircraft is securely housed in the Turn Over Stand, which turns to present the required surface area of the fuselage to the workers and provides safe mobility.

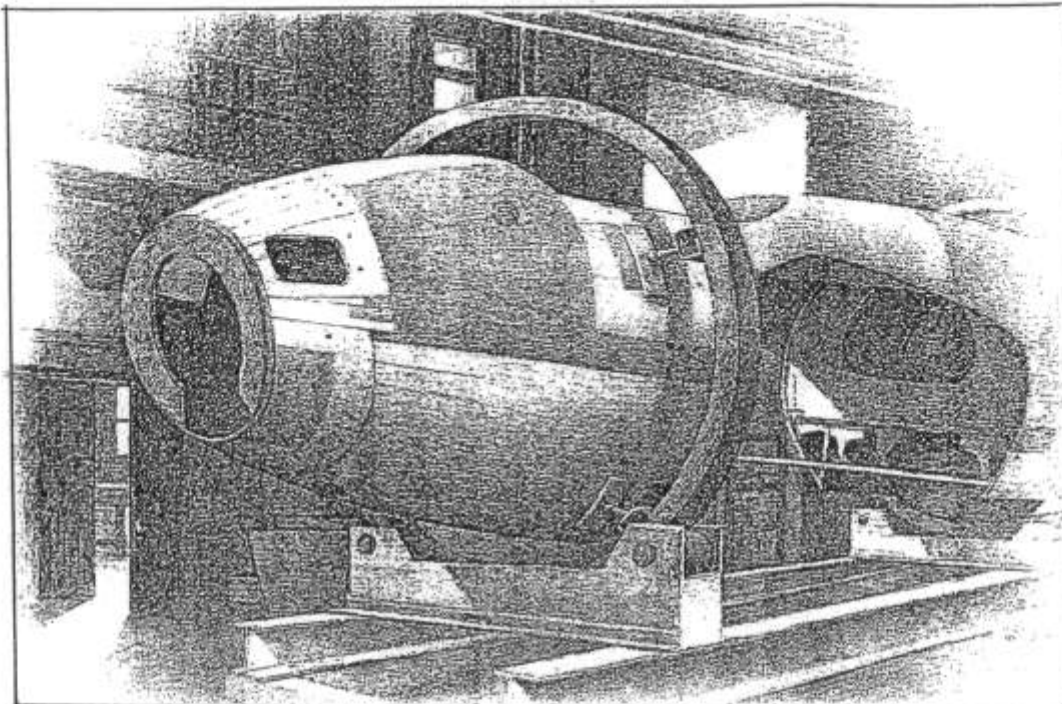
Looking through the right hand side of the wing box area, the rear part of the mounted port engine can be seen. The size of the Mosquito can be well gauged from this sketch and will surprise many of our members, who retain an impression of this fine aircraft as being on the "small" size, an impression caused no doubt by the beautifully proportioned aerodynamics of the Mosquito aircraft. It should be remembered in this context, that the Mosquito's height is 15 feet 3½ inches.

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

### THE BOFORS GUN CREW

If you were unable to pick the location of the Bofors Gun emplacement on the cover of the last Bulletin - Here is the Gen. - Taken in September 1942 at Milne Bay, Papua, shortly after the Japanese suffered their first land defeat in their drive down towards Australia. This Bofors Gun position was manned by the 2/9 Light Anti-Aircraft Battery, Royal Australian Artillery on the main fighter runway at Gili Gili Airfield, Milne Bay.

For any of you who knew chaps in this unit, among those pictured are Jack Quick, Bob Waterman, B.B. Boughton and Buck Beresford. Kittyhawk Squadrons No. 75 under SQDLDR L.D.Jackson DFC & No. 76 under SQDLDR K.W.Truscott DFC+ played a distinctive part in this short but savage battle, supported by Hudsons from No.6 Squadron, Beauforts of No.100 Squadron and Beaufighters from No.30 Squadron which was commanded by WNGCDR B.R.[Blackjack] Walker. (Well remembered by members of 87 PR Squadron at Coomalie Creek Base NT, where he used to visit from the RAAF Base at Darwin in the latter part of the War, to "borrow" our Mosquito IQIQ and hurl it around in aerobatic manoevers through the clear Northern Territory sky.)(Editor's note)



Another sketch of A52-600 from a different angle by courtesy of Bill Wells. Like the frontispiece this sketch shows clearly the very big "hole", behind the cockpit area, after removal of the wing box.

Transportation of a Mosquito fuselage in this stage of restoration is obviously a difficult and let's face it, a somewhat nailbiting exercise.

As can be seen in this sketch A52-600 is cradled in the Roll Over Stand which at Richmond, provided for safe transport around the base and permitted the fuselage to be turned to the best attitude to suit the requirements of those working on the project.

Further support to the fuselage has been provided by the fitting of two metal stays, one on each side of and near the bottom of the wing box area.

A story of a brave man and an epic of Australian history during the action of 75 Squadron's Kittyhawks in holding a forward defence line at Port Moresby, during those perilous days of mid 1942.

## SQUADRON LEADER J F JACKSON

**J**OHN FRANCIS Jackson was born in Brisbane on 23 February 1908 and was educated to Senior level at Scots College, Warwick, before becoming a grazier and stock and station agent. Jackson learnt to fly before the war, piloting his own aircraft on business trips.

Following service in the Citizen Air Force from 1936 to 1939, Jackson was appointed to a commission and by November 1940 was fighting in North Africa with the RAAF's No. 3 Squadron. Initially equipped with biplane Gloster Gladiators, the squadron converted to Hurricanes early in 1941 and then Tomahawks in May.

The Hurricanes brought Jackson his first major success, notably on 28 February when he shot down three Ju-87s. With another confirmed victory and a probable on the Hurricane followed by two-and-a-half kills on Tomahawks, Jackson left No. 3 Squadron in November 1941 as a confirmed 'ace' and with a DFC.

Notwithstanding his success in North Africa, it was to be as an inspirational leader during the worst months of the war in the Pacific that Jackson made his greatest contribution to the RAAF.

Less than a month after Jackson returned to Australia, Japanese forces launched their coordinated attacks on Pearl Harbor, the Philippines and Malaya. In South-East Asia allied resistance collapsed. Within weeks Japanese soldiers had swept down the Malay Peninsula and through the Netherlands East Indies. By mid-February 1942 Darwin was being bombed repeatedly and an invasion of Australia, with all its horrific possibilities, seemed probable.

Holding New Guinea and in particular Port Moresby, assumed critical proportions.

Pilots with Jackson's experience were desperately needed as air and surface defensive barriers were thrown into place. One of those barriers was a new RAAF fighter squadron, No. 75, formed at Townsville on 4 March 1942. So urgently were the unit's Kittyhawk fighters needed in New Guinea that only nine days could be spared for the pilots to train on their new aircraft.

Now a squadron leader, Jackson assumed command of No. 75 Squadron on 19 March and the same day led his unit north. Arriving at Moresby's 'Seven Mile Strip' on 21 March, the pilots of the first four aircraft were fortunate to escape with their lives when shell-shocked Australian Army gunners, mistaking the Kittyhawks for Zeros, opened fire.

Because only four of No. 75 Squadron's pilots had flown in combat, the commanding officer's experience was vital. Known affectionately as 'Old John' because his thirty-four years were unusually advanced for a fighter pilot, Jackson provided his untried unit with a calm head, a wealth of combat knowledge and skill and inspirational leadership.

When two of his pilots shot down an enemy reconnaissance bomber within an hour of the squadron's arrival at Port Moresby and within full view of the garrison, spirits were immediately and dramatically raised.

The day after arriving, Jackson led nine Kittyhawks—including one flown by his younger brother Les—on a strafing attack against parked aircraft at Lae. Taking off at first light and catching the enemy by surprise, No. 75 Squadron swept in from the sea so low that one Kittyhawk struck a Japanese aircraft with its wing. Twelve enemy machines were left in flames and another five damaged.



That set the scene for the coming weeks as the squadron flew a punishing schedule, alternating between daring strikes against Japanese strongholds and sudden scrambles to protect Port Moresby.

When Jackson failed to return from a reconnaissance flight on 10 April his squadron sank into a depression, a mood which was lifted eight days later when it was learnt that the CO was safe.

Having been bounced by three Zeros and shot down near Lae, Jackson had made a remarkable escape, firstly having to feign death alongside his crashed aircraft to dissuade the circling Zeros from finishing him off; and then, helped by two natives, trekking bare-foot through the jungle for eight days, occasionally within earshot of Japanese patrols, to reach friendly soldiers.

Nor was the drama over then. As the aircraft which had brought Jackson back to Port Moresby was about to land at the Seven Mile strip, it was attacked by a Zero, one of the bullets shooting off the tip of Jackson's right index finger. Nevertheless within days Jackson was back on operations.

Fate, however, is an ephemeral power. By this time the intensity of sustained combat had reduced No. 75 Squadron to a bare minimum. On 28 April Jackson led the squadron's five remaining serviceable Kittyhawks against an enemy force of eight bombers and their fighter escorts. In the ensuing battle Jackson destroyed a Zero but was then shot down and killed himself.

In five short weeks Jackson had become a genuine RAAF hero. Always leading from the front, 'Old John' had epitomised the Australians' courageous defence of their crucial New Guinea base, which at times had hung by a thread. After his death the Seven Mile airstrip was renamed 'Jackson's' in his honour.

It is a matter of record that the defence of Port Moresby, in combination with the historic victory at Milne Bay in August–September 1942—the first defeat suffered by Japanese land forces—and the defence of the Kokoda Trail, marked the turning of the tide for Australian forces in the Pacific.

## KITTEN WITH CLAWS



We are indebted to A.R. Chick from Solihull, UK for his contribution of the following anonymous tribute to the vital role of the engine fitters who toiled so willingly on operational aircraft in WW2. Also we record our appreciation to FLYPAST for their permission to print this in our Bulletin.

#### The Unsung Hero

*He wears a suit of faded blue,  
No brevet on his chest,  
And you'll find more streaks of engine oil  
Than medals on his breast.*

*He doesn't sit behind the guns,  
Of a multi-engined plane,  
Or steer a graceful fighter,  
High above the clouds and rain.*

*He wields a crafty spanner,  
And a bit of oily rag,  
While the other fella shoots the Hun,  
And boasts about his bag.*

*He works in mud and sleet and rain,  
And curses the senseless war,  
And wonders ninety times a day  
What he joined the Air Force for.*

*He's just an engine fitter,  
Nothing more and nothing less,  
With a suit of dirty blue,  
Instead of Battle Dress.*

**Editors' Note:** Since this release on the Wirraway in Vet Affairs of February 1997, this restoration has been completed. Congratulations to all involved in this very fine effort over a short period.  
We gratefully acknowledge the cooperation of Rutland Gowing-Smith Associates, RAF Historian Alan Stephens & Defence Artist Jeff Isaacs, in the production of this Bulletin.



21 Squadron's Wirraway, with pilot, flying officer James Herbert Hooper. The gunner is believed to be Sgt H F Hodgson. Photo: AWM AC-138.

*But he strikes a blow at the dirty Boche,  
With his honest British skill,  
As sure as the man that aims the bombs,  
Or the gunner that makes the kill.*

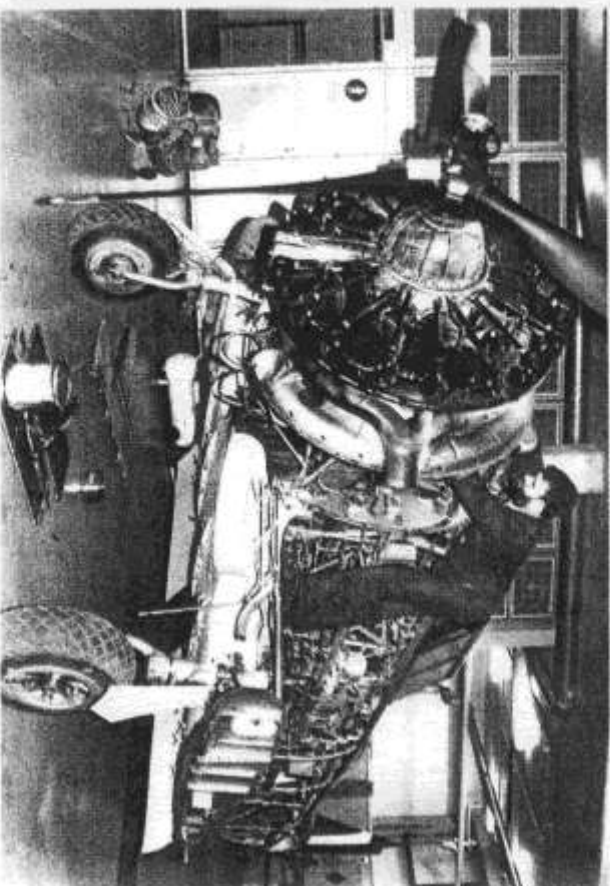
*He doesn't ask for glory,  
For that's not a fitter's way,  
For he hasn't got a badge  
Like the boy's in the FAA.*

*So when you hear the bombing raids,  
Or a Messerschmitt brought down,  
When you've covered flying heroes  
With glory, honour and renown.*

*When you've handed out the DFCS  
And DFMs and such,  
Spare a thought for the unknown fitter,  
Who doesn't ask for much.*

*Just shake him by the hand and smile  
And think he did a lot,  
To make those aero engines safe,  
For the man who fired the shot.*

## The Wirraway that zeroed— in on an enemy plane



Australian War Memorial Trelour Centre workshop manager David Gordon, carries out restoration work on Wirraway A20-103.

Extract from *Veterinaire* February 1997.

The only Wirraway to shoot down an enemy aircraft is undergoing restoration at the Australian War Memorial, following a public appeal that raised \$20,000.

Of the 755 Australian-made Wirraways, serial number A20-103, piloted by Jack Archer, shot down a Japanese Zero near Gona, Papua New Guinea on Boxing Day 1942.

The Wirraway was designed as a trainer, not a fighter. It was pressed into front line service because nothing else was available at the time.

Used by 4 Squadron in Australia, A20-103 accompanied the unit to Papua

New Guinea in 1942, flew convoy patrols, and finally served as a trainer until 1957 when it was retired and donated to the Australian War Memorial.

According to the Australian War Memorial, A20-103 is in remarkably good condition. It has suffered little corrosion and is fairly complete.

Memorial staff and volunteers are working at the Trelour workshop at Mitchell in the ACT, dismantling and cleaning the aircraft.

Many rare parts have been found. It has taken years to track down radios, armaments, bombs, instruments and the unique nuts and

bolts that go into an aircraft's construction. Memorial staff have sifted through disposal stores, junkyards and abandoned airfields to collect the bits they need.

When the parts just can't be found, they are re-made, often at great cost.

Some corrosion treatment will be carried out, minor damage repaired and the interior restored to 1942 trim. Then the Wirraway will be reassembled and painted in its 1942 colour scheme.

In line with Memorial policy, it will not be restored to flying condition. The project should be completed by the middle of the year.

By "Snow" Marsh, former Adjutant  
86 Squadron RAAF - Kittyhawks

MERAUKE MEMORIES MAINLY UNPLEASANT

To the few Western Australians who served in Dutch New Guinea during World War II, the name Merauke brings memories of stinking mud, almost unbearable heat and humidity and the biggest and angriest mosquitoes in the world.

Although much further north the land rises to the towering ridges of the Western Owen Stanley ranges, most of the country within 30 miles of the south coast is flat, malarious and useless swamp.

The Merauke country seems hardly worth fighting a war over.

When I was in the area in 1943, the highest point near the village of Merauke was only 7ft above sea level and was ironically named mt. Merauke by the members of Australia's 86 Squadron.

Vehicles regularly became hopelessly bogged in the grey, oozy mud, even though two layers of coconut palm logs were laid in the worst places.

The performance by a U.S. construction unit in building a serviceable airstrip for the 86 Squadron Kittyhawk's in only ten days was miraculous. The engineers used metal webbing and coral sand along one of the few ridges in the endless miles of swamp.

Apart from the dreadful living conditions, malaria was rife and there was nothing that could be called "civilisation" unless it was the house where the chief Netherlands official lived.

The natives were primitive and unattractive.

It was a tribute to the morale of troops of all nations that they devised their own entertainments.

The Americans tracked up the path through the village and named it "Main street".

The Australians introduced (inevitably) two-up and the game suffered not at all from being played for Dutch guilders instead of Australian pounds.

Some members of 86 Squadron had handled horses in civilian life and gathered a big bunch of wild ponies, for which they built a corral.

These they sold to the Americans for 60 guilders each: the Americans used them for private transport or raced them. The Australians had broken the ponies so thoroughly that many of them returned to the home corral during the night - to be sold again the next day.

There was no denying the Australian business flair, even in Merauke!!

Thanks to our member Brian Hall of Adelaide for these "Merauke Memories", in Brian's words - "My sojourn with 86 Squadron in Merauke was, in my mind, most unfairly extended by a posting to 12 Squadron. - ALSO AT MERAUKE !!" *Ed.*

Note. No. 86 Squadron flew Kittyhawks and No. 12 Squadron flew Vultee Vengeance Dive Bombers.

MEMBERS - PLEASE send me your stories from service days or "Civvie Street" with photos or news items in the press (Tell me if you wish photographs returned). The personal tales of happenings to some members or their friends, are much in demand by our Bulletin readers and these human interest vignettes are most popular. *Editor.*

Never let it be said we RAAF blokes didn't also admire a silhouette ... though for sure we didn't have as many long-legged beauties painted onto the fuselage of our aircraft as our American counterparts!!!! This Navy version of Japanese aircraft recognition and the names given to enemy planes is equally fascinating to us all.

## When Betty Didn't Always Mean Grable

**S**ilhouettes have always been important to sailors. Not the least of which was the highly-publicised silhouette of wartime film star Betty Grable which dominated the scene on many a warship's messdecks.

Yet there were just so many occasions when Betty referred to something far removed from Hollywood, in the form of Japan's No. 1 medium and torpedo bomber which caused so much havoc in so many places during World War II.

Girl and boy names have long-since been used to identify cyclones, typhoons and hurricanes; like cyclone Tracy that devastated Darwin. But there was a time when such names identified another menace equally sinister, for in World War II enemy aircraft in the Pacific theatre and parts of the Indian Ocean war zone were given girl and boy names for quick reference and identification.

Many a sailor of the wartime Royal Australian Navy underwent intensive aircraft recognition courses at the Gunnery Instructional Centre at Sydney's Woolloomooloo. Designated HMAS MINDARI, the centre operated until April 1948 when it was paid-off. Gunnery specialists, watch-keepers, signalmen and others required to undertake the aircraft recognition courses still hold copies of the enemy and Allied aircraft instructional sheets, whose silhouettes they were called upon to know accurately for instant identification. The long list of planes and their quick-reference names, types, functions and detailed remarks covering each, make interesting reading.

Heading the list of enemy aircraft was **Betty**, the Japanese Navy's No. 1 medium and torpedo bomber. Fifty-four land-based Betty bombers took part in the initial raid on Darwin in 1942.

A **Zero** that much-publicised plane — came in two versions. One was called a **Hamp** because it had square-tipped wings, while **Zeke** was the rounded wing-tipped version of the Zero Navy fighter.

**Rufe** was Zeke on floats.

**Val** was the Japanese Navy's standard dive bomber and a **Val Mk 2** had a more elliptical wing and more streamlined cockpit cover than the earlier model.

**Jake** was a light bomber on twin floats; and **Nell** a Navy medium and torpedo bomber. **Oscar** was an Army fighter aircraft; **Tony** the ten-latest fighter with an in-line engine; and **Pete** was a catapulted observation and spotting plane.

**Emily** a long range patrol bomber, resembled our Short Sunderland and Empire Air flying boats; while **Mavis** was a long range patrol bomber with a parasol wing.

**Sally** was the standard Army medium bomber; **Helen** an Army bomber and transport; and **Dinah** was a twin-engined reconnaissance aircraft. **Nick** too, was like a Dinah. **Lily** was a light bomber and **Tojo** was the then new single-seat fighter.

**Kate** was Japan's torpedo and light bomber — the type flown by Commander Mitsuo Fuchida who led the Japanese attacks on both Pearl Harbour and later on Darwin.

**Cherry** was a twin-engined long range patrol bomber with a parasol wing.

Others, of minor priority, were **Sonia** and **Babs**, Army reconnaissance and light bombers; **Judy**, a then new aircraft with an in-line engine; **Dave** an obsolete Navy observer float plane; **Nate** an obsolete fighter with a fixed undercarriage and **Glen** a small float plane to operate from submarines. It was such a Glen aircraft that Lieutenant Susumo Ito flew from the Japanese submarine I.21 35

nautical miles north-east of Sydney's North Head at around 3am on May 30, 1942, completing a reconnaissance over Sydney Harbour and the naval anchorage preparatory to the midget submarine attack there the following night. Ito, in the Glen aircraft, returned to I.21 but the plane capsized landing in rough water alongside the submarine.

**N**avy men were instructed and examined on a total of 21 Japanese aircraft whose silhouettes they had to know instantly, plus another six enemy aircraft of less significance.

In six categories a total of 27 American planes had to be memorised — flying boats, floatplanes, bombers, dive and torpedo bombers, fighters and transport aircraft, plus another 20 planes of less relevance.

Sixteen British and Australian aircraft were augmented by another seven that could be encountered near India or in areas where British aircraft carriers were operating. A number of Dutch aircraft also were listed in a minor category of eight other planes that could possibly be encountered.

As World War II progressed many a ship's company came to be grateful for the degree of efficiency it's aircraft recognition experts attained after initial instruction in aircraft recognition at Woolloomooloo Gunnery Instruction Centre.

Max Thomson

Max Thomson served in the RAN, taking part in the Papua/New Guinea campaigns, and on the frigate HMAS Hawkesbury served in the Borneo Campaigns particularly in the landings at Tarakan and Labuan. He was one of the 38 veterans who "returned" to Borneo in July 1995 in the "Australia Remembers" pilgrimage. Starting work as a Cadet Journalist pre war, Max returned to that occupation at Wars end.

We thank Max for his interesting contributions to our Bulletin. Ed.



Flying insignia on a Ninth US Airforce aircraft in Tunisia. (An extract from "WINGS", Vol.1, No.6, 22nd June 1943.) Ed.

With Acknowledgement to Vanessa Williams and Manuella Cifra.

An unusual little tale of a pin up girl depicted on Norm Kellet's aircraft, a Vultee Vengeance, and how she was rediscovered 50 years after war's end.

Your Editor wonders - was Norm Kellet on Merauke, flying with No. 12 Sqdn;?

Norm is not a member of this Association, but if he should sometime read this story, your editor would appreciate hearing more about his RAAF service in Vultee Vengeance aircraft.

It does seem a strange coincidence that this extract should come to light after it was decided to run Max Thomson story on the RAAF's coding of Japanese wartime aircraft, and its association with Pin Up Girls.

It also brings back many happy memories of those great variety shows so smoothly orchestrated by the "TIVOLI" in the GOOD OLD DAYS.



Reunion: Brian Turner, Norm Kellet and Joyce Smith yesterday. Picture: MANUELA CIFRA

## Wartime pin-up girl rediscovered

AMERICAN pilots fighting in World War II had pin-up stars such as Rita Hayworth and Betty Grable to adorn their planes and remind them of home.

So in 1943, our 24 Squadron decided it was time to have Australian pin-up girls.

Six dancers from Sydney's Tivoli theatre were chosen to have their figure painted on planes.

One of the dancers was Joyce Tobey (nee Smith), now 72, whose face was on the plane of Vultee Vengeance dive bomber pilot Norm Kellet, now 73.

The pair met yesterday at a reunion for the 24 Squadron at East Melbourne RSL.

"It was back when the yankees had all the yankee stars," Mr Kellet said.

By VANESSA WILLIAMS

"So we adopted the Tivoli girls and had them painted on our aircraft."

Although Joyce and Norm met in 1943 they lost contact after Norm went to war. That is, until two years ago.

"I went to an Australia Remembers meeting in Canberra. We went to a bloke's place for a barbecue and he had a photo of this woman on his bar," Mr Kellet said.

"I picked it up and gave it a kiss and said to him: 'What's this? This is my girl.'" So the friend gave Joyce's number to him and he looked her up.

After 54 years Norm met his wartime pin-up girl at the Melbourne reunion yesterday.



1943: Norm Kellet and Brian Turner pose on their plane

### A SHORT THUMBNAIL SYNOPSIS OF A 15 YEAR CAREER IN THE ROYAL AUSTRALIAN AIR FORCE.

#### SQUADRON LEADER GARY WESTLEY

I joined the RAAF in 1982 and graduated from No 63 Navigator's Course in November 1983. First operational posting was on to C130H aircraft with 36 Squadron at Richmond. After 4 years I was accepted onto No 145 Pilot's Course in July 1987. After completing training at both Point Cook and Pearce, I graduated as a pilot in October 1988.

My first posting as a pilot was on to HS748 aircraft with the School of Air Navigation, and later 32 Squadron at East Sale. After 3 years on 'Draggies' I was posted back to 36 Squadron, arriving in December 1991. I was a 'Line-Driver' for two years before being promoted to Squadron Leader in October 1993. I spent the last two years of my C130 tour as the Operations Flight Commander before being posted to my current position of Commanding Officer RAAF Museum in January 1996.

Following the Report on the crash of Mosquito RR299 in our Bulletin No. 16, a summary of the official findings of AAIB Bulletin No. 6/97 by courtesy of the C.A.A. produced by Barry Blunt of the Mosquito Aircrew Association, is made available here for members' information.



**A SUMMARY OF THE FINDINGS OF AAIB BULLETIN NO 6/97 INTO THE CRASH OF MOSQUITO RR 299 - 21/7/1996 - COURTESY OF THE C.A.A. - BY BARRY BLUNT**

Editor - the report is quite lengthy, and covers all the possible causes of the accident. Aspects deemed not to have been contributory have either been omitted or mentioned only briefly in order to produce a readable report for members. The most probable cause of the accident is stated to be due to fuel starvation caused by faulty carburettor adjustment. This produced a power loss on the aircraft's port engine. RR 299 piloted by Kevin Moorhouse and flight engineer Steve Watson left Hawarden for Barton airfield at 11.30hrs, 21st July 1996. Kevin started his display at 11.56hrs flying along the axis of Runway 09/27. The weather was fine and warm (26°C), wind at 2,000ft 240°/10kt. His display routine consisted of a series of non-aerobatic manoeuvres such as climbs, descents, medium turns, level flight at 220-240kt along the display axis not below 100ft a.g.l. and 'wingovers'; the latter involved the aircraft reversing its course by climbing and rolling to right or left. On the final run across the airfield from east to west Kevin made a steep climb into a right 'wingover', and control of the aircraft was lost. The aircraft then completed a number of uncontrolled manoeuvres before control appeared to have been regained, but at too low a height to prevent impact with the ground. The aircraft crashed into a small, dense wood about 1 mile west of the airfield.

Videos taken of the incident were analysed to obtain estimates of the speed and angles of Bank (60°) and 'wingover' (about 90°). Analysis of one sound track indicated that the engines were operating at 2660RPM. This evidence indicated the aircraft was being flown normally. Stroboscopic analysis of the final climb however, indicated that approaching the apex of the manoeuvre the lefthand propeller RPM appeared to slow relative to the righthand one, until at the apex it appeared to stop completely. The estimated height of the apex was 1,500ft.

The aircraft rolled to an angle of between 100-110°, yawed left and rapidly lost airspeed, the nose then pitched down, relative to the lateral axis and began to fall. The bank angle reduced and the aircraft began to yaw to the left. There was little or no forward speed as the wings levelled and the aircraft nose pitched down violently. The aircraft then went into a lefthand spin, recovered briefly, before going into a righthand spin. Shortly before crashing the aircraft appeared to recover from the spin in a steep nose down attitude but this was followed by a violent yaw to the right from which it had insufficient height to recover.

This evidence suggests an asymmetric condition caused by a large reduction in power from the lefthand engine and the investigators concluded that unless the pilot inexplicably reduced the power on the lefthand engine, the observed propeller RPM change was symptomatic of a power loss. The yawing to the right during descent could have been caused by a restoration of the power on the lefthand engine, and could explain the indications of symmetrical power at impact.

The left engine was a Rolls Royce Merlin Mk 25, the right was a Merlin Mk 502, which differed only in installation details from the Mk 25. Single stage two-speed superchargers were fitted but the high-speed mode had been disabled. (not needed for low altitude displays/to reduce engine wear etc.) The fuel system had SU AVT40, twin choke, updraught carburetors.

R.A.F. Merlin powered aircraft during the early stages of WW II were found to suffer in performance when taking evasive action. The aircraft experienced an engine/s cut under negative 'g' conditions. Initially, the onset of negative 'g' resulted in the fuel moving to the top of the float chambers, thus reducing the fuel flow through the needle valve into the carburettor venturi causing a 'weak cut'. This was followed by a 'rich cut' as fuel under pump pressure, flooded into the chamber through the open float valve, the floats having adopted their lowest position. The S.U. Company and the R.A.F. developed two modifications for the carburettor, a stand pipe assembly which allowed fuel to flow to the needle valve whatever the 'g' forces acting on the fuel in the chamber - this cured the 'weak cut problem'. (figure 1. "A") The 'rich cut' prevented by fitting a pintle on the float valve stem. (Figure 1. "G") The pintle imposes an increasing restriction on the fuel flow as it approaches the valve orifice. The maximum restriction occurs with the floats in the lowest position, which is set by an adjustable stop "H" - figure 1.

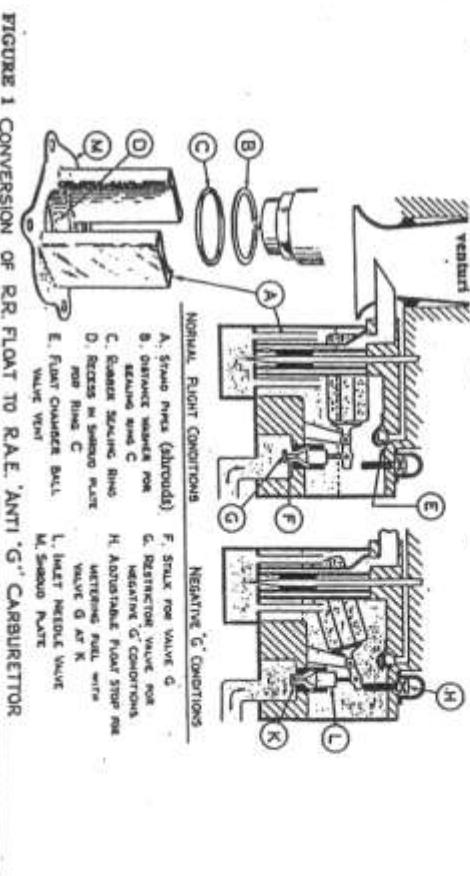
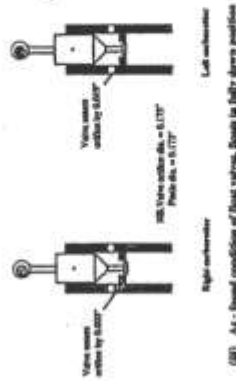


FIGURE 1 CONVERSION OF RR FLOAT TO RAE 'G' CARBURETTOR

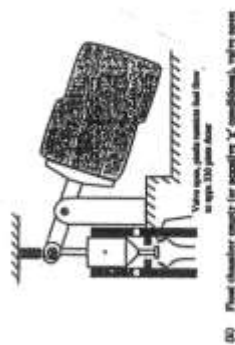


Rolls Royce instruction manuals of the time contain requirements for bench testing the carburetors, using a fuel flow rig - with the floats in the fully down position this should be 330-350 pints/hour for each float chamber. Neither the Rolls Royce nor the RAF Air Publication (AP), explains the consequences of incorrect adjustment of the stop. (See figure 3)

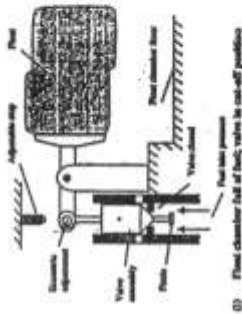
The pintle diameter is slightly less than that of the valve orifice, should the adjustable stop be set too high, then the pintle can enter the float valve orifice, leaving only a small annular area for the fuel to pass through. In such a condition the fuel pressure acts on the lower surface of the pintle producing a force which opposes the natural float buoyancy.



(a) As - Based condition of float valves, float is fully above position



(b) Fuel chamber empty for negative 'g' conditions, valve opens



(1) Fuel chamber fuel of float valve in out-off position

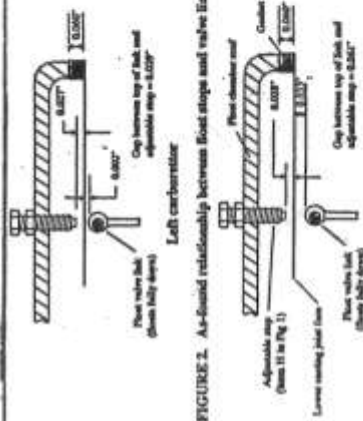


FIGURE 2. As-found relationship between float stops and valve leak

Only the left engine was stripped down for inspection as there was no evidence of a fault in the right hand engine. The pitch settings on both engines suggests they were in a symmetrical power situation. The degree of power available at impact could not be quantified. The left engine had no pre-impact component failures. Ancillary equipment also appeared to have been working properly; though the fuel pump & magnetos could not be tested.

The HT leads and magnetos were checked for faults but despite some minor problems with the HT system it was concluded that the engine power loss was probably not caused by an ignition problem. Similarly boost capsules failure was also ruled out as a likely cause of power loss.

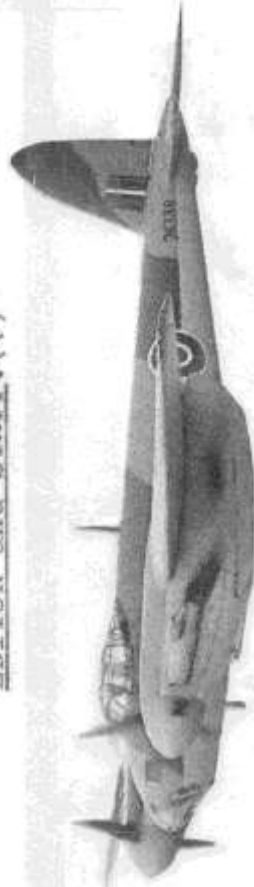
The carburetors however, were found to have a number of faults, the most serious of which was their failure to meet the specified fuel flow requirements under negative 'g' conditions, as the adjustable stops that controlled the fuel height (which in turn controlled the float valve) were not even contacting the valve links. These stops should have been set at overhaul, and not be touched by the operator. (See figure 2) The floats therefore reached their lowest position when they touched the float chamber floor. This caused the float valve pintles to enter the valve orifices, thereby severely restricting fuel flow. Under simulated 'g' bench test conditions the fuel flows measured were: (units pints/hour) left - carb. 35; right - 158; specified flow 330-350. It was concluded that no restricted fuel flow check had been carried out when the carburetors were overhauled by the contractor - A Channel Island Company.

Safety recommendations made were - Rolls Royce to contact all known operators of Merlin engines, and organisations involved in their maintenance to advise them of the requirements specified in the maintenance manual for setting up and adjusting carburetors. (essential to use a fuel flow rig). Further, the company should advise on the availability of technical advice and interpretation on the Merlin engine manuals.

Our Appreciation to the Mosquito Aircrew Assoc; and Barry Blunt for conveying this report to us through their Bulletin. *ll*

# Season's Greetings

and BEST WISHES for a GREAT YEAR in 1998 to all MEMBERS and FRIENDS and their FAMILIES.  
FROM YOUR EXECUTIVE and COMMITTEE.  
EDITOR and STAFF.(?)



## MEMBERSHIP

Since our last Bulletin we have gained three new members, and warmly welcome them to our ranks : - They are -

K.H.Hogan - Keith - 35 Bates St; Korumburra 3950 - Aircraft enthusiast  
W.T.Urand - Wayne 102 Moverly Rd; Sth; Coogee 2034 - Serving in RAN - Son of member Roy Urand.  
G.H.Ballard-Gordon 67 Davis St; Rockhampton 4700 - Aircraft enthusiast

As is par for the course, at this stage of the year, the full financial membership cannot be determined, pending the renewal of subs by those "forgetful" members for the 1997/1998 financial year. Payments are being received each day, and "memory tickling" accounts accompany the Bulletins now forwarded to members not yet financial.

### - TO OUR MEMBERS AND FRIENDS -

Deep appreciation from the Executive and Committee is extended for the part all have played so willingly, in making a tangible contribution possible to the A52-600 restoration project.

On the 24th; November 1997, on your behalf, our Patron AVM J.C. Jordan AO RAAF (Rtd) presented to the Chief of Air Force, AM L.B. Fisher AO in Canberra our Association's cheque for \$25000.00, to assist in the completion of this restoration.

This sum whilst relatively small in comparison to the overall cost of this project, provides a clear indication of the very real interest and willing support of our members and the general public, in the preservation of this unique and historic Mosquito aircraft PR Mk.XVI.

This donation is made up of Surplus in our operating account of Annual subscriptions accrued over the past five years, through careful budgeting control, and the Annual donations made regularly by some members and the general public.

CONGRATULATIONS to you all out there in this STIRLING EFFORT which has brought Object 4 of our Constitution firmly into focus, that is - TO RAISE FUNDS THROUGH ENTRY FEES, ANNUAL SUBSCRIPTIONS, DONATIONS AND ANY OTHER SOURCES DECIDED BY THE COMMITTEE TO CONTRIBUTE TO THE COSTS OF RESTORATION OF A52-600 AND TO PROMOTE PUBLIC AWARENESS OF THE PROJECT

The presentation function in Canberra was attended by your representatives as follows : - Patron AVM J.C. Jordan, Pres. M.Ripper, V.Pres. K.Johnston, Sec/Treas. A.L.Davies and NSW Rep. R.Vassie. (who naturally travelled at their own expense) and were made welcome by our old employer (!) The Royal Australian Air Force.

## THE RESTORATION.

Restoration works at RAAF Base Richmond have virtually ceased with the move to the RAAF Museum, Point Cook, Victoria expected early in 1998.

The Richmond volunteers however, have been involved in preparation of the main fuselage section, for its Aerial transport to the Museum. It is hoped that our volunteers will play a further part in the involved move involving many "Bits and Pieces" and their whereabouts. The removal to Point Cook has already commenced with the transport of a quantity of Canadian Spruce required for the reconstruction of main spars to the Wing.

The following message from Squadron Leader Gary Westley, Commanding Officer of the RAAF Museum has been received for your information.

## REPORT ON MOSQUITO A52-600

The Senior Curator David Gardner and I are proceeding to Richmond on Wednesday the 3 December 1997 to meet with FLTLT Tim Wiggs and SQNLDR Pete Rothwell regarding the transportation of the remaining aircraft components from Richmond. The tricky thing to move is obviously the fuselage; although Dave has been involved in moving this aircraft on more than one occasion and with the help of C130 transport from Air Lift Group we are all confident of the aircraft's safe arrival.

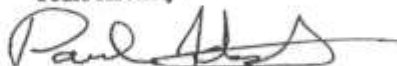
# WARBIRD NEWS AUSTRALIA

MEMBERS - Did you take part in or know anything about the scrapping of RAAF aircraft after the War?? If so you are asked to contact Paul Hastings of Warbird News Australia of 6 Albert St; Goodwood S.A. 5034, Telephone (08) 82719506. Paul recently had an article on A52-600 published in the August/October issue of Flightpath. Part of his letter to the editor is as follows:-

Allan, I've started work on an article concerning the scrapping of the RAAF's fleet of aeroplanes. I wonder if any of your members have memories or were involved in the scrapping of ex-RAAF aircraft. One ex-RAAF type I've spoken with served at RAAF Wagga in 1947 and actively took part in dismantling over 200 Beauforts and Beaufighters.

I wonder if any of the members of your association were involved in activities such as delivering aircraft to storage/disposal sites, burning aircraft on dumps, or disassembling aircraft. I would gladly ring them and discuss their activities, where they were carried out, what types of aircraft etc. I'm hoping to get as many recollections as possible, so that I can get a good coverage of activities which occurred throughout Australia. I'm also looking for photos. I can copy them and turn them around within a period of about a week. I would be eternally grateful if you could mention my interest to the members of your association, or if you could put a small piece in your newsletter.

Yours sincerely



Members,

Please contact Paul if you feel you have information on this subject. Your editor has provided Paul with photographs for his recent article in Flightpath, and they were returned promptly. Ed.

## BULLETIN REPRINTS.

A print rerun of all Bulletins issued to date now provides a stock from which members may build up a full set, if required.

Cost is \$2.00 per Bulletin plus postage. You will be sent an account with the Bulletins ordered. Just advise the numbers of the Bulletins you require to make up a full set.

This notice could be of particular interest to those members who have joined the Association after the foundation in July 1992.



A great view of the backside of the Camry owned by Roy-Johnston (a member) of Woolgoolga NSW. The main feature is of course the number plate - SQN464. The thought was a brain storm, which a thoughtful son dreamt up - TO PRESENT HIS DAD WITH A GIFT FOR HIS BIRTHDAY, RELEVANT TO DAD'S WAR SERVICE ON RAAF SQUADRON No. 464 over Europe during WW2

Roy was a FLTLT Pilot on 464, and is probably remembered by some of our members. Give him a "HONK" if you see this number plate !! Ed.

## VALE

ERNEST JOHN BRAYNE - 31/8/97

It is with deep regret and our sincere sympathy to the bereaved family, to record the passing of John Brayne. John served in Mosquito aircraft on RAAF SQNS, No.456 and No.464 in operations over Europe as a Navigator.



## REMEMBER

YOUR ANNUAL  
SUBS.-THEY  
MAY BE SOME-  
WHAT OVERDUE  
THE ACCOUNT  
WITH THIS  
BULLETIN WILL  
TICKLE YOUR  
MEMORY, AND  
YOUR EDITOR  
HOPES --

YOUR GREAT  
GOOD NATURE  
AND SENSE OF  
GOOD HUMOUR.

Ed.

## TO THE MELBOURNE SUBURBAN DWELLER - VOLUNTEERS' LIST.

YOU!! - YOU!! - and -YOU!! - can now be an active part of this exciting project - THE RESTORATION OF A52-600 - Volunteers will be needed in the early stages of cataloguing, researching and developing the restoration plan - and later in the actual restoration activities.

So in the words of SQDLD Gary Westley, Commanding Officer of the RAAF Museum at Point Cook - "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, Project Manager or SQDLD Gary Westley on 92561279 or 92561479 so that a data base of volunteers may be formed!"

Over the past 5 years, volunteers from the Association have worked with great dedication and purpose, together with volunteers not in the Association, and it is hoped that such a band can be built up to the same numbers (ten in the past 12 months) at the RAAF Museum, Point Cook, Victoria, following the move of the project from Richmond NSW.

Naturally, distance from Point Cook will preclude the majority of our Victorian members from taking part, but those living in Melbourne suburban areas are invited to consider becoming the nuclei of the A52-600 volunteers at RAAF Museum, Point Cook, Victoria.

Telephone the numbers above with your enquiries and we hope, your expression of interest.

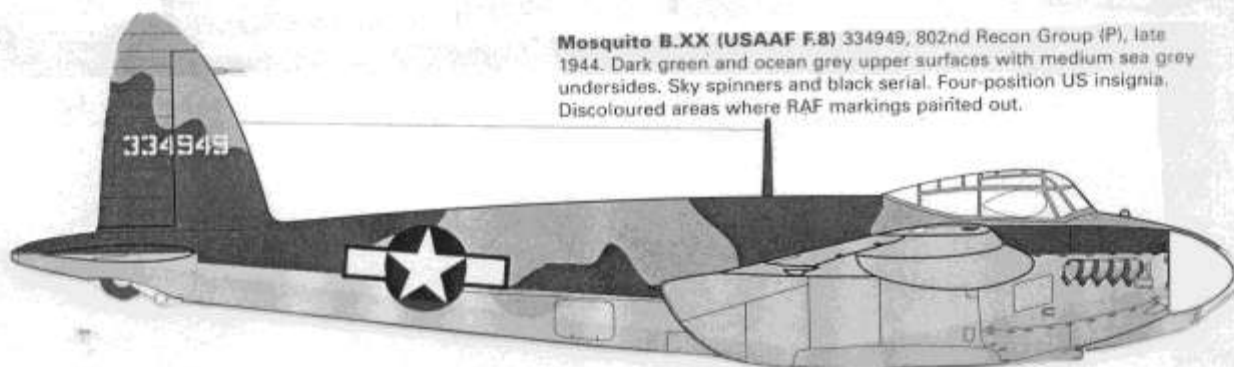
MORE FITNESS (?) REPORTS ON JUNIOR OFFICERS BY THEIR UNIT  
COMMANDERS.

- " He would be out of his depth in a car park puddle."
- " His men would follow him anywhere - if only for curiosity."
- " He has carried out each and everyone of his duties to HIS entire satisfaction."
- " Technically sound but socially impossible."
- " This young lady has delusions of adequacy."
- " When he joined my ship, this officer was something of a "Granny". Since then he has aged considerably."

MEMBERS. On December 3rd, 1997 SQDNLDR Gary Westley, CO of the RAAF Museum and Senior Curator, Mr. David Gardner will visit RAAF Base, Richmond to finalise the transportation arrangements of A52-600 to Point Cook.

Early in 1998 it is important that the nucleus of a volunteer group be established at the RAAF Museum, initially to research and develop the restoration plan and later to assist in the "hands on" restoration of A52-600. Your expression of interest should be advised to SQDNLDR Gary Westley on 92561279 or Mr. David Gardner on 92561479.

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 B.XX (USAAF F.8)** 334949, 802nd Recon Group (P), late 1944. Dark green and ocean grey upper surfaces with medium sea grey undersides. Sky spinners and black serial. Four-position US insignia. Discoloured areas where RAF markings painted out.

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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