

The Mosquito Aircraft Association of Australia

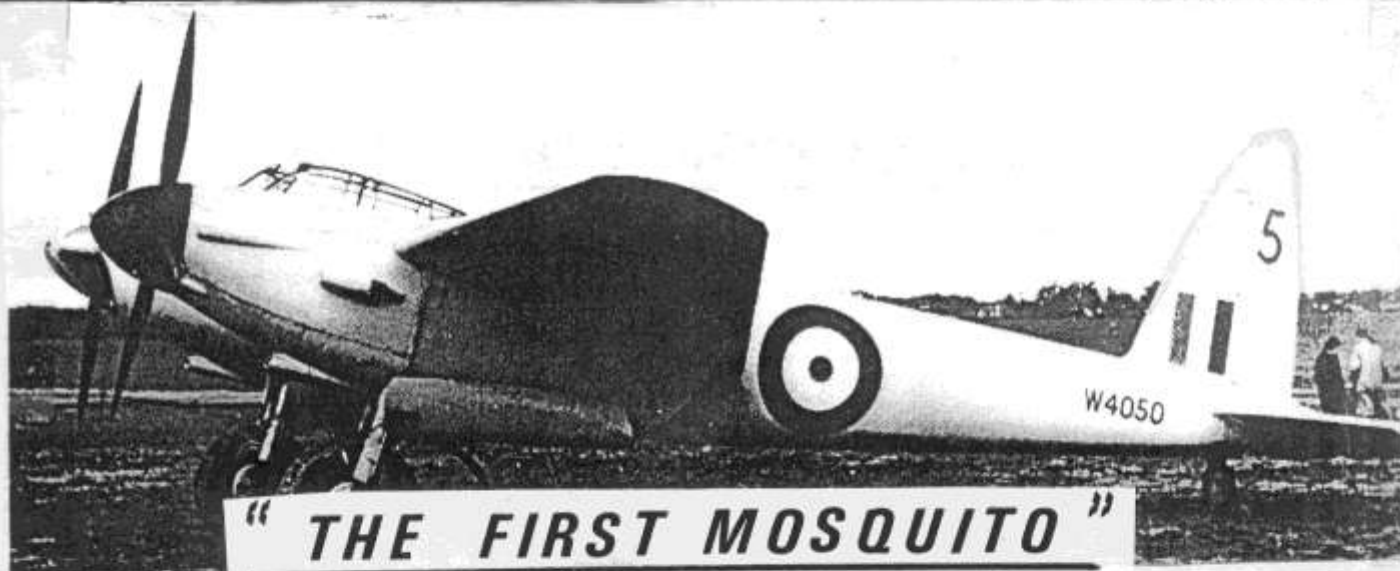
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PATRON AIR VICE-MARSHAL J.C. JORDAN AO (RAAF - RETIRED)

BULLETIN - No 18 - APRIL 1998



" THE FIRST MOSQUITO "

Sir Geoffrey de Havilland "fathered" the idea, design and the construction of the Mosquito aircraft. His faith and foresight in the then radical concept of a defensively unarmed bomber, built of timber, with two powerful engines and the small crew of two, led him to proceed with the design of the Mosquito as a private undertaking in October 1939, in the absence of early acceptance by the Air Ministry.

The project was undertaken at Salisbury Hall, near Hatfield airfield, an historic old manor house where the design and the prototype Mosquito construction finalised in November 1940. The registration of EO324 being applied, later altered to W4050.

This prototype W4050 is still "alive and very well" and on permanent static display at Salisbury Hall the place where the design and construction was completed in 1940. Salisbury Hall is now the home of the Mosquito Aircraft Museum.

This prototype was subjected to fuselage stress following a landing accident and a new fuselage was fitted in March 1941.

A strenuous period of testing flights with various adjustments followed. Results of tests patently indicated the Mosquito Aircraft was indeed a really hot number and influenced official acceptance, resulting in the production of 7781 Mosquitoes in Britain, Canada and Australia during WW2.

In 1946 the de Havilland Aeronautical Technical School acquired "the first Mosquito" which was moved "Home" to the School's base at Salisbury Hall. Many changes of locations and fortunes followed (as is common with "grounded War planes") until "those who cared" were successful in returning W4050 to Salisbury Hall permanently in Sept; 1958 and on the 15th May 1959 the "First Mosquito" was unveiled, following a ceremony dedicating the Aircraft as a Memorial to all those who had designed, built and flown the Mosquito.

Further details on the Mosquito Aircraft Museum appear later in this Bulletin. Your editor acknowledges the information obtained from Stuart Howe per his book, Mosquito Survivors.

The last flight of W4050 is thought to have been in December 1943, the prototype was later used as an instructional air frame for de Havilland apprentices.

Donations of \$2.00 upwards are allowable Tax Deductions.

THE YELLOW MOSQUITO

On the 25th; November 1940 a flash of yellow was seen in the skies over Hatfield in England. This was the maiden flight of Mosquito E0234, later numbered W4050; the prototype Mosquito. This historic aircraft is still alive and well and in its original colour - Yellow - is on display at Salisbury Hall where it was designed and built. W4050 is owned by The Mosquito Aircraft Museum.

You may well ask, why the yellow paint job on the prototype Mosquito? Yes the colour finish made her a real glamour girl as she made that first 30 minute test flight. But the colour scheme was not selected for cosmetic reasons - the aircraft was finished in bright yellow as a safety measure to ensure that our anti aircraft gun crews did not fire on her. We assume the same directive was given to our pilots and crews.

Whatever the reason, the colour sure suits her. The Mosquito Aircraft Museum is to be commended for the foresight shown in the preservation and maintenance of this icon in the aviation world.

The Mosquito was designed and built as an unarmed bomber, but its adaptability was soon recognised and the de Havilland Mosquito became the first true all purpose aircraft flown in wartime. Consequently some 50 Marks of this wonderful aircraft were included among the 7781 Mosquitos built during WW2. By February 1944, de Havilland was producing as many as 25 Mosquitos a day.

Boost for Mosquito aircraft restoration



Vice president Ken Johnson, president Max Ripper, secretary/treasurer Allan Davies, CAF Air Marshall LB Fisher AO, state representative NSW Ron Vassie, retired RAAF patron Air Vice Marshall JC Jordan AO.

This photograph records the presentation of this Association's cheque for \$25000 to Chief of Airforce, Air Marshal L.B.Fisher AO by our Patron, Air Vice Marshal J.C.Jordan AO in Canberra on the 24th; Nov; 1997, to assist in the cost of restoration of A52-600

Contributions to Associations Funds, made by members have made this donation possible. Further contributions by members & friends in the current financial year in the form of unsolicited donations already total \$ 3175.00

A GREAT BIG THANKYOU TO ALL CONCERNED.

With the new home of A52-600 to be The RAAF Museum at Point Cook, Victoria, your Committee is undertaking research into the possibility of the Committee being based in Melbourne, at some time in the future.

There are several advantages in this thought, not the least being much closer to Point Cook, for liaison and support purposes.

The input of our members residing in Melbourne is most necessary to assist the Committee in this research and your thoughts on this matter will be greatly appreciated.

Mosquito Aircraft Museum

FOUNDED ON May 15, 1959, as the Mosquito Appeal Fund, this can claim to be Britain's oldest pure aviation museum. It is the only museum to specialise in preserving a specific aircraft type - the Mosquito - and the products of one manufacturer - de Havilland.

Salisbury Hall was built in the mid-17th century and on October 5, 1939, the Mosquito design team moved in from Hatfield. A hangar was built and the prototype constructed in less than a year, although it was taken to Hatfield for its first flight on November 25, 1940. Three more prototypes were built at Salisbury Hall and flew from a field behind the buildings.

When the Airspeed design offices at Hatfield were bombed this team moved to the hall and the first two Horsa gliders were built here. Later the Vampire was designed at the hall.

Soon after the war de Havilland left the site which was allowed to lapse into dereliction until purchased by Walter Goldsmith in 1956. Mr Goldsmith was a former Royal Marines Officer but had served as liaison officer with a Polish Mosquito Squadron.

During attempts to obtain a Mosquito for preservation at Salisbury Hall he found that the original prototype had been saved, almost entirely due to the efforts of Mr W.I.S Baird who worked in the PR department at Hatfield. He had defied company orders to burn this historic aircraft and had secretly dismantled and stored it at Hatfield and Panshanger. Mr Baird also managed to save the prototype Sea Vampire (now at Yeovilton) but was unable to do the same for the prototype Hornet which was burned at Witney.

Mr Goldsmith succeeded in persuading the company that the prototype should return to its birthplace and it moved in 1959. No more aircraft arrived until the winter of 1967/8 when a Venom from the gate at Debden was just saved from scrapping and a Vampire T.11 came on site. At this time the name changed to the Mosquito Aircraft Museum.

A second Mosquito arrived in May 1971 from Liverpool Corporation who had owned the aircraft since 1963 and originally had

Address: Box 107, Salisbury Hall, London Colney, nr St. Albans, Hertfordshire, AL2 1BU. Tel. 0727-22051.

Admission: 1030 - 1800 Sundays and Bank Holidays Easter - September; 1400 - 1730 Thursdays July - September. 50p.

Situation: Off the A6 about 5 miles south of St. Albans.

plans to preserve it at Speke Airport. The aircraft has recently been refurbished at the museum and is now in its original B.35 configuration.

In 1974 great strides were made with establishment of the museum and a supporters society. A decision was made to widen the range of the collection to cover any products made by de Havilland and its associated firms. The museum purchased additional land which included the site of the original Mosquito hangar and some disused farm buildings. One was converted into a workshop area and the other into a display room for de Havilland engines.

Acquisition of de Havilland types followed rapidly and now covers examples of most of the models produced by the company in its later years.

The search for Mosquito components has ranged far and wide with a fuselage coming from Holland and a wing from Israel which will eventually be mated to form a third example of the type.

A recent arrival from Norway is a BE2e which is now under restoration. The original BE.2 was designed by Geoffrey de Havilland during his employment at Farnborough.

The late Joe Burns MID, a rear gunner in Lancasters, as a cadet polishing up his aircraft recognition at Hatfield during the War, was there just at the right time. Geoffrey de Havilland about to test fly a Mosquito, took Joe under his wing AND INTO THE COCKPIT as a passenger for a 15 minute flight that Joe never forgot.

This MUSEUM is world renowned and has a very large membership. The accompanying article was brought back from England by SQDL D Colin French

MAM is dedicated firstly to preservation of the DH Mosquito and secondly to widen the collection to other de Havilland types and products made by the Company and associated firms.

Quite a few of our members have visited MAM when in England, three being - Dr. Vin Thomas of Albury, who was one of the syndicate of three who owned A52-600, before trading the aircraft with the RAAF.

Mr. Roley Bates of Traralgon and the late Stan Parr of Seacliff Park SA.

The pièce de resistance in this outstanding display, is of course, the prototype W4050 which is on static display at MAM.



Any of you out there on a visit to Blighty, make a trip to Salisbury Hall to view W4050 the MOSQUITO PROTOTYPE. The address and telephone No; is given in the above article, and you may be sure of a good welcome.

Members who have visited there come home with glowing reports of the displays.

mam

The Prototype Mosquito W 4050, Acknowledgements to Dr. Vin Thomas for the Photograph.

PROJECT MOVEMENT REPORT

We thank FLTLT T.Higgs for his report on the work of the Richmond Volunteers, in assisting in the preparation of A52-600 for aerial transport to the RAAF Museum at Point Cook, Victoria.

DEPARTMENT OF DEFENCE
503 Wing, RAAF Base RICHMOND

A52-600 RESTORATION UPDATE - APRIL 1998

As you would all have seen from the minutes of the AGM, A52-600 is on the move back to the RAAF Museum at Point Cook, Victoria. As yet we have no firm move completion date. That is not to say that we have been idle since the meeting. Whilst visits to the project have long since stopped, work to further the restoration continues, amid the semi-frenzy of fuselage preparation and component packing.

Ron Scott is steadily working to rebuild the flaps. Metallic components also continue to be stripped of the surface finish, corrosion removed, inspected for cracks and damage, then repainted and packed away. This is the first time that I have had chance to see the huge amount of work that has already been completed on the aircraft components. It is only now that many of them are being unpacked to be labelled and then re-packed ready for transport to Point Cook.

The work to prepare the fuselage for transport by C130 is being carried out by the 503 Wing welders. They are fabricating a frame which will be inserted into the fuselage wing cavity. We believe that this frame will prevent the forward fuselage from flexing about the narrow wood section over the wing. This type of flexing, of course, saw the end of A52-319 having any chance of being restored to flying condition, which is why she now resides at the War Memorial in Canberra as a static display aircraft. The other components that will be moved by C130 will be the wings and the engines. The engineering design for the transport of these is being undertaken by the Air Mobility Training and Development Unit, based here at Richmond.

So in summary, things may have seemed to be quiet, but there is much activity to ensure A52-600 and her components are correctly prepared for the trip to Melbourne. We will not know when the major components will be shipped for some time yet. Rest assured that when we know, the Association will be kept informed as a matter of priority.

-STOP PRESS-

A52-600 and component parts were airlifted by Hercules aircraft under RAAF Air Movements, Training & Development Unit, to RAAF Museum, Point Cook Vic; on the 23rd; 30th; & 31st of March with the fuselage on the last load, secure in the Roll Over Stand.

The Richmond Volunteers have played an active part in the preparation for this move & Volunteers, Ron Scott, Hamish Cumming, Fred Waski & our NSW Rep; Ron Vassie journeyed to Point Cook, assisting in the move, F/L Tim Higgs i/c.

Note, Please Do Not arrange to visit the RAAF Museum to view A52-600 until the aircraft is set up as a restoration exhibit later in the year. You will be kept advised of developments.

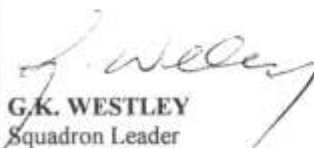
The following report from SQDLDR Gary Westley indicates that RAAF Museum is well prepared to receive A52-600 at Point Cook and are working with the Richmond Base project closely to schedule.

SQDLDR Westley confirms that restoration of A52-600 at RAAF Museum will commence upon the completion of the Walrus project.

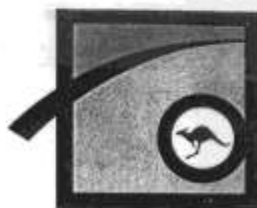
It is now very close to the major air lift of the fuselage, wings, air frame and engine components and many sundries. This page will be kept open as

The progress on restoring A52-600 is progressing slowly but surely. All the new timber, and many crates of components have been relocated to Point Cook. Work is progressing at Richmond, with the RAAF's Air Movements Training and Development Unit working on the plan to safely move the fuselage and wings to Point Cook by C130. We have cleared hangar 178 at Point Cook for the aircraft and the search for suitably qualified tradesmen continues.

Work on the Supermarine Walrus is progressing well and as soon as this aircraft is finished, work will begin on the Mosquito. Many thanks for the continuing support of the Mosquito Association and its extremely generous donation of last year. I hope to be able to report further progress in the near future.


G.K. WESTLEY
Squadron Leader
Commanding Officer

Tuesday 3 March 1998



RAAFMUSEUM

long as possible, for a STOP PRESS NOTICE if the move takes place just before we go to the photo copier, in order that all members may be kept up to date.

It is good to know that after many moves A52-600 will have a permanent home during restoration in hangar 178 at the Museum.

On completion, A52-600 will be the only Mosquito restored in the World, with an operational log (21 ops), thus becoming an icon in our Aviation history.

Ed.



11 Feb 98

RAAF MUSEUM

POINT COOK

RAAF MUSEUM
RAAF BASE WILLIAMS
POINT COOK
VICTORIA 3027
AUSTRALIA

TELEPHONE
03) 9256 1300

FACSIMILE
03) 9256 1692

Mr Max Ripper
President
Mosquito Aircraft Association of Australia
63 Moore St
ROSEDALE VIC 3847


DONATION FOR MOSQUITO RESTORATION

Dear Mr Ripper,

I wish to thank you and your committee for your recent donation of \$25,000.00 toward the continued restoration of Mosquito A52-600. It is through donations of this kind, that supplement the Museums own funds, that will see the project completed sooner rather than later.

I would greatly appreciate it if you would pass onto your members, that this donation is the largest cash donation ever to be received by the Museum and I feel that this is something they can be very proud of. The amount of money raised shows the obvious dedication and passion, to see this project completed, that is held by all of your members.

I am looking forward to our continued combined efforts in the restoration of the Mosquito.


G.K. Westley
Squadron Leader
Commanding Officer

Editors Note. This letter from RAAF Museum, is a tribute to those members and friends who have contributed so willingly to the Association's fund raising efforts.

With the upgrading of the project and high priority now enjoyed, additional financial support can only lessen the time frame for this restoration. This factor is most important to many in our membership, for obvious reasons.

In our six and a bit years as a support group to the restoration of A52-600, fund raising through donations, has been at "low key" but nevertheless just what can be achieved by a few is amply illustrated in our recent donation of \$25000.

So in the 1998/1999 financial year, Members will be approached to subscribe to the Restoration Fund, within individual capacity. Good results from this fund raising will materially shorten the duration of the restoration works and achieve the completion goal of 2001, or even earlier. *Ed.*

IN THE BLACK OF THE NIGHT.

The report of this aerial action is a striking example of the workmanlike manner in which aircrew of both sides, undoubtedly, carried out their flying duties in WW2.

The understatement and cool description of the engagement of the RAAF Mosquito and the German JU88 is graphic indeed.

SQDLDR Bob Cowper DFC* is a member of this Association and the Mosquito Aircrew Association in England. Bob was the last Commanding Officer of 456 RAAF Squadron up to disbandment in June 1945. He is the President of the 456 Squadron Association.



SQDLDR Bob Cowper

F/Lt R.B.COWPER, D.F.C. (R.A.A.F.)
F/O W.WATSON (R.A.F.)

SECRET

PILOT'S PERSONAL COMBAT REPORT
No. 456 (R.A.A.F.) SQUADRON
R.A.F. Station, Ford, Sussex.

From:- R.A.F. Station, Ford, Sussex. Serial AI/456/1 - 15/6/44.

To:- H.Q. A.D.G.B. (2 copies), H.Q. 11 Group (2 copies) O.H.Q. R.A.A.F. O.C. Ford, S.I.Os Tangmere, Bradwell Bay, Manston, Honiley, Hunsdon, Castle Camps, Hurn, West Malling, H.Q. 100 Group, O.C. Durrington, I.O. 456 Squadron, file.

STATISTICAL

Date	(A) 15th June 1944
Unit	(B) 456 (R.A.A.F.) Squadron
Type and mark of our aircraft	(C) 1 Mosquito XVII; AI Mk X.
Time attack was delivered	(D) 0041
Place of attack	(E) E. 59 (West of Besamont Hague)
Weather	(F) No cloud; clear; dark
Our casualties - aircraft	(G) Nil
Our casualties - personnel	(H) Nil
Enemy casualties in air combat	(J) 1 Ju 88 destroyed
Enemy casualties - ground or sea targets	(K) Nil

GENERAL REPORT

Flight Lieutenant R.B.Cowper, D.F.C. (R.A.A.F.) (Pilot) and Flying Officer W.Watson (R.A.F.) (Observer) were airborne from Ford at 2359 and landed 0250. They were vectored south by Black Gang. About twenty minutes after take-off large flares were seen dropping over the sea at about 3000 ft so they proceeded to investigate. A blip was picked up at 40 deg. above and to starboard, some six miles away. Pilot reported this and was instructed by Control to investigate with extreme caution. Followed target and obtained visual 10 deg. above and 1500 ft range on a Ju 88. It was recognised by the shape of the wings and tail unit; engine exhausts were also visible; it had a bold underneath and was not dropping Window.

F/Lt Cowper fired a 1/2 seconds burst. The port motor of the Ju 88 disintegrated; three of the crew were seen to bale out and a piece of the e/a flew back and struck the starboard propellor spinner, denting it. E/a dived to port in a spin and went straight down with flashes coming from it. There was a big flash (quickly extinguished) as it hit the sea. Mosquito was fixed by Black Gang at 0041 (Z.5613) after combat, on the way home.

C.C.G. automatically exposed (1 ft film).

CLAIM 1 Ju 88 destroyed.

AMMUNITION (20 mm cannon: no stoppages)

	P.O.	P.I.	S.I.	S.O.	Total:
HE/I	10	10	10	10	
SAP/I	10	10	10	10	<u>80 rounds.</u>

R.B. Cowper
Flight Lieutenant
(Pilot)

W. Watson
Flying Officer
(Observer)

M. Armstrong
Flying Officer
(Intelligence Officer)

Rising Sun - The Badge of Distinction



The design of the famous Rising Sun Badge worn by Australian soldiers was inspired by a brace of bayonets mounted on a plaque on the office wall of General Sir Edward Hutton. Simple enough but as with most Australian icons, the scenario is far more involved than it first seems.

The bayonet shield was the brainchild of Major Joseph Maria Gordon. Born in Spain, he served in the British Army until ill health terminated his career. However his condition improved and he gained a permanent position as Commander of Fort Glenville, a small defence installation assigned to guard the sea approaches to Adelaide.

It was there that he originated the trophy as 'a meaningful symbol of defence'. He often referred to it as the 'rising sun' and took it with him on lecture tours. The trophy was actually constructed by Commander William Creswell, Commandant of the Naval Forces of South Australia which at that time comprised one vessel, a small cruiser called Protector.

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



Epic story of the Fleet Air Arm is the account of the Swordfish raid which won Lt Cdr Esmonde his Victoria Cross. . . .

AT 11.35 on Feb 12 1942 two Fighter Command Spitfires on shipping reccos in the English Channel spotted the battleships Scharnhorst and Gneisenau and the heavy cruiser Prinz Eugen between Berck and Le Touquet, preceded by mine-sweepers, screened by destroyers, torpedo-boats, flak ships and E-boats. There was a strong fighter cover and the Spits had to run for it when they were attacked by 12 Me 109's.

In 1899 Gordon, by now a Colonel, went to the South African war and while there he renewed acquaintance with a Major General Hutton, a former ADC to Queen Victoria. The two had met about five years earlier, while Hutton was re-organising the military forces of NSW. Gordon gave the trophy to Hutton as a personal gift.

At the turn of the century, Hutton was appointed Commander in Chief of Australian forces and was confronted with the problem of designing a badge for Australian forces in South Africa - part of the problem was that the British troops wore slouch hats, also, and something was needed to make it distinctively Australian.

When studying sketches submitted by a Melbourne die sinker, during the badge development, he refused to consider designs featuring Australian flora or fauna - wanting something with a look of martial purpose. "Why not something like that?" he asked, pointing to the bayonet trophy of arms which, was fastened to the wall over his office door - Room 52A, Victoria Barracks, Melbourne. Thus it was that the digger got his now familiar Sun Badge and has gone through many evolutionary changes over the decades, albeit extremely subtle. The irony is that it is associated with the rising sun and not bayonets.

For many years the original trophy which inspired the Rising Sun badge was relegated to a remote corner of a drill hall at HMAS Cerberus, the naval training depot at Flinders, Victoria. It was put into store, but in 1967 it was refurbished and given pride of place on public view at the main entrance to Russell Hill Defence Headquarters in Canberra.

Lest We Forget

The Royal Navy and RAF had been waiting for this for 11½ months. Among the forces awaiting the event was a half-squadron of Fleet Air Arm Swordfish commanded by Lt Cdr E. Esmonde, DSO, who had led a squadron from HMS Victorious against Bismarck in May, 1941.

Esmonde realised what he faced. His Swordfish were slow, vulnerable to flak and fighter attack. But torpedoes might well sink the three big fellows of the German navy.

With an escort of 50 RAF fighters, Esmonde led his Swordfish over the Channel in very bad conditions. Cloud-base was down to some 1,500 ft, with rain. The Swordfish intercepted and some of them dived almost to sealevel through the destroyer screen to launch their tinfish. This exposed them to terrible flak—the combined AA fire of the 3 big ships totalled 50 guns. The thick weather made it possible for enemy fighters to dive on the Swordfish before the RAF fighters could intercept.

During that attack, one hit was made. The six Swordfish concerned never reached home. Thirteen men died, five were picked up. Esmonde was one of those who weren't picked up.

Esmonde's attack was a failure—a glorious failure. He knew before he started that it was a tremendous gamble. A little more luck and he might have scored a couple of hits and slowed down one of the big ships. As it was, he was unlucky.

MEMBERSHIP

FAREWELL TO A RICHMOND VOLUNTEER.

John Alexander Beynon

1922 - 1998

The man who helped build the RAAF Mosquito Bomber aircraft during World War II. The aircraft was known as the wooden miracle, being largely constructed of spruce timber and plywood. Two Merlin engines, the same powerplant in the Lancaster Bomber made the Mosquito the fastest of its time. John worked in the top secret Mosquito plant on the upper floors of the Bradfield Knitting Mills located on the corner of Parramatta and Misendon Roads Camperdown.

You may remember him in recent years as the friendly Grandpa in overalls on T.V. giving his grandchild a Cadbury chocolate square and then noticing the pet puppy looking up expectantly for a piece too. When John retired from his Taxi business he worked part time in a range of commercials on T.V. and in newsprint promotions such as neighbourhood watch.

John had a jovial nature and an infectious laugh. He had the ability to always tell a good story. He was a good singer and for years was a member of a singing team that entertained and raised money for seriously sick children.

He was 'Santa' at Dural Mall in 1995 where he had the pleasure to give happiness not only to the hundreds of children that came to see him but also to his own grandchildren who did not suspect who 'Santa' really was.

One of his true life adventures was to be the taxi driver who drove that famous Sydney personality Bea Miles from Sydney to Perth. This journey went down in the history book as one of the longest taxi journeys in the world. Through the long days of that journey, John and Bea became firm friends. She bequeathed to John her life story and his estate has a manuscript suitable for a film about her life.

At the end of World War II, where John's skills on the De Havilland Mosquito project ceased, he tendered for a surplus Tiger Moth aircraft. His tender was accepted and on paying the £ 100, discovered he had to go and collect the boxed aircraft from the Cloncurry, Queensland, airfield, assemble and fly it home. This did not deter him at all. Arriving at the airfield, he soon figured out the systems and got started. After all, he knew constructing the fastest aircraft in the Royal Australian Air Force. Single handed John put all the pieces together, and in the final day tightened the fine wire braces that criss cross between the wings and give such strength to the machine. He tested the engine, filled the fuel tank and was on his way home.

In recent years he has been giving his time and skill to help rebuild the Mosquito aircraft located at Richmond Airforce Base. This aircraft is the last example of the aircraft that actually flew during World War II. He talked about the idea to make a new wing out of special aircraft grade Spruce timber on hand in the Vintage Hangar on Richmond Base only last October. The existing wing has been badly damaged through neglect and the weather. The aircraft components built by the dedicated men of the restoration unit, of which John was a member, are a joy to behold. The timber work precisely follows the plans John dealt with over a half century ago.

John is survived by his wife Joy, father of Mark, and Michelle, Grandpa of Brent, Brayden, Daniel, Caitlin and Sinead.

This information on John's life, received from Member Trevor Patrick, is gratefully acknowledged.

**To fly faster and longer,
it had to be lighter and stronger.**

Membership Statistics to 15th; March 1998

<u>Financial M'ship</u>	
as at 1/7/1997	256
(includes 3 N/C Juniors)	
<u>Less</u> deceased	3
<u>Less</u> severely ill	2
	5
	251
<u>Add</u> New Members	10
	261
<u>Less</u> Unfinancial Members	
at this date	@ 23
	238
<u>Financial M'ship to date as per Member's Register.</u>	

@ Note This number of unfinancial members will be reduced by "Remember" !! A/Cs mailed with the April Bulletin. However with low new Membership through the year and higher number of unfinancial members, we can expect a slight decrease in our M'ship figures at 30/6/98.

Having regard to the limitation of restoration works on A52-600 through the year, it is to the great credit of the Richmond Volunteers, that the development of the project as an interesting exhibit of an aircraft under restoration, maintained public interest through many inspections.

Since our last Bulletin the following new memberships have been recorded : -

BOWMAN D.C. Dianne 4 Wood Court; Traralgon 3844 - Daughter of "Bert" Smith (Dec) DFC SQDLDR Pilot RAAF ex 461 Squadron.

WILLIAMS M.C. Michael 13 Tingira Rd; Blackmans Bay 7052-Aviation enthusiast

A warm welcome is extended to Dianne and Michael.

MEMBERS - PLEASE NOTE !! Your Annual Subscription for the year ending 30th June 1999 IS NOT DUE until AFTER THE AGM IN AUGUST 1998 and your account will be sent with the August Bulletin. **PLEASE DO NOT SEND IN PAYMENTS UNTIL YOUR ACCOUNT IS RECEIVED IN AUGUST.**

However a few Members have still to pay the Annual Subscription for the current financial year. In these cases an account will be forwarded IN THIS BULLETIN. IF NOT RECEIVED ON OR PRIOR TO THE 30/6/1998, membership will cease on that date.

NOTICES ETC.

THE MOSQUITO AIRCRAFT ASSOCIATION OF AUSTRALIA

Notice of Annual General Meeting.

The Annual General Meeting will be held at the Latrobe Shire Council Chambers, Kay Street Traralgon on Tuesday the 18th; of August 1998 commencing at 2.00 pm.

Business.

- 1) Presentation of Annual Report & Financial Statements.
- 2) To receive & adopt the Annual Reports.
- 3) To elect Executive and Committee for the year ending 30th; June 1999.
- 4) Fixing of Fees for the ensuing year.
- 5) Consideration of Committees' Recommendation for the future of the Association.
- 6) General Business at the Chairs' discretion.

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

Note(b) Nominations for the positions of President, Vice President, Secretary, Treasurer and four Committeemen are opened, and close on the 21st; July 1998

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

THE RIGGER

By Bob Tait.

The art of the rigger has gone from the sky
The man with the plumbob and string
Who measured his angles with a confident eye
And fashioned the old wooden wing

The inverted pistons have pounded their last
Their joyous vibrations have gone
And the rigging that sang in the wind as it passed
Has ended its wispering song

Oh the days when we flew by the feel of the stick
With a hazy horizon to guide
The brain of the pilot was nimble and quick
But those days have faded and died

And where is the music of fabric and wire
And where is the splash of the wind
As it lashes the shoulders and the head of the flyer
Who sits with his harness pinned

I cannot but feel that the gains we have made
Are costing a little too dear
For the thrashing propeller with long wooden blade
Was always a pleasure to hear

So if on the day I meet the great judge
And I am given a choice
I shall ask for a biplane instead of a harp
To show him its magical voice

- VALE -

JOHN ALEXANDER BEYNON - 1922 - 10/1/1998.

The deep sympathy of our Membership is extended to Joy and family in the sad loss they have suffered.

John had a boyhood relationship with aviation and retained this interest all his life. His various occupations embraced many facets of engineering.

During WW2 John was employed by de Havilland at Camperdown NSW, where he became experienced in tool and jig making with promotions as Inspector and Checker following.

Through a difficult period for the restoration project John worked diligently and cheerfully on A52-600. He will be sadly missed by his fellow volunteers.



High Flight

by John Gillespie Magee Jr. RCAF

O, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

SIMON TRESTRAIL, 16 years of age, of 9 Rosella Close East Blaxland NSW a Junior Member of this Assoc; has recently won his AIRTC Wings for his "B" Certificate in Gliding.

Our sincere congratulations to Simon on this Achievement and our appreciation for his interest and that of his Grandfather, Les Trestrail of Metung Vic; and his father Sean Trestrail, ex RAAF and now a civil pilot with Qantas, both of whom are also Members.

A gentleman is one who "has the will to put himself in the place of others; the horror of forcing others into positions from which he himself would recoil; the power to do what seems to him to be right, without considering what others may say or think"

from John Galsworthy

Secretarial Statement. - Following medical advice I will not be continuing in my offices beyond the AGM of 1999. My nomination for Secretary/ Treasurer for the next financial year ending 30/6/1999 will be lodged at the coming AGM on the 18th; August 1998. This will provide 17 months before the 7th; AGM in August 1999, to canvas possible replacements for these offices, or failing this, the placing of alternatives to Members at the AGM in 1999.

I deeply regret the necessity for this decision and wholeheartedly thank all past and present Members and the Committee for their contributions to Association affairs over the past 5½ years. In this period the Association has successfully discharged its' responsibilities, by covering all the eight objects in our Constitution.

My close connection with Association Members will be sadly missed as I have particularly enjoyed this aspect of my duties.

Cheers for now !!

MORE "FITNESS" REPORTS !! FROM LONG SUFFERING C.O's

This Officer is not so much a HAS BEEN, but definitely more of a WONT BE !!

This Officer goes through life PUSHING on doors marked PULL !!

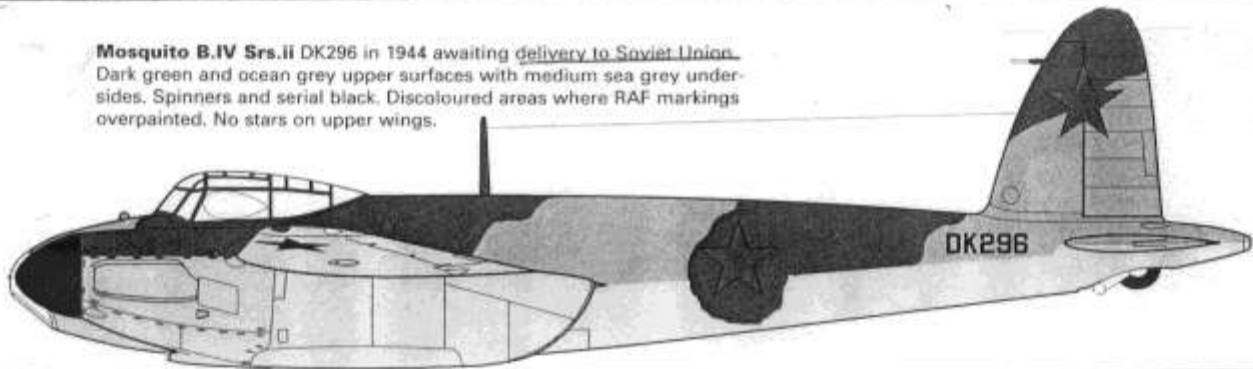
The only ship I would recommend this man for is Citizenship - and that in another country!!

ANNUAL SUBSCRIPTIONS. Accounts are enclosed with this Bulletin for those few members remaining unfinancial for the year ending 30/6/98. Failing receipt of the annual subscription on or prior to that date will preclude the mailing of further Bulletins and exclusion from the Members' Register.

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.

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.

Mosquito B.IV Srs.II DK296 in 1944 awaiting delivery to Soviet Union.
Dark green and ocean grey upper surfaces with medium sea grey undersides. Spinners and serial black. Discoloured areas where RAF markings overpainted. No stars on upper wings.



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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