

# The Mosquito Aircraft Association of Australia

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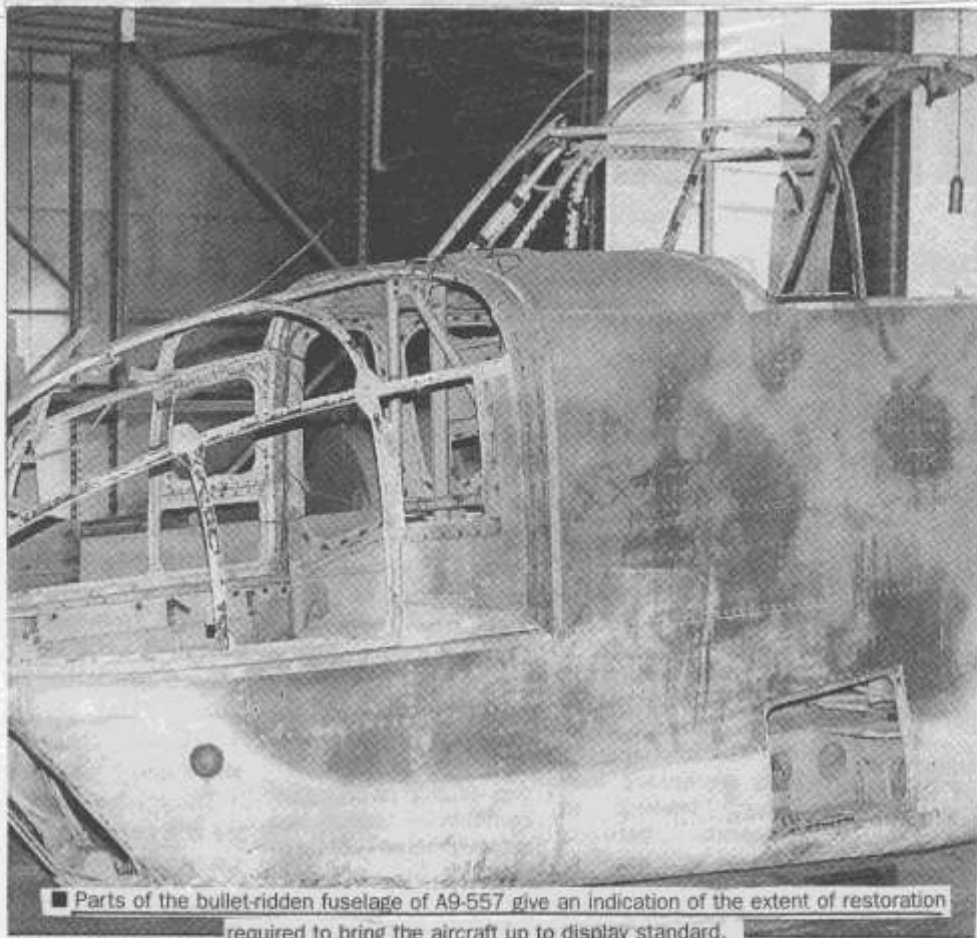


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PATRON AIR VICE-MARSHAL J.C. JORDAN AO (RAAF - RETIRED)

## ***BULLETIN - No 19 - AUGUST - 1998***

# **A place in history for last of the Beauforts**



■ Parts of the bullet-ridden fuselage of A9-557 give an indication of the extent of restoration required to bring the aircraft up to display standard.

By Tim Griffiths.

Work is proceeding at the Australian War Memorial's Treloar Technology Centre on the restoration of a RAAF Beaufort bomber, which on completion will become the only complete example in the world.

The work is being undertaken under the direction of the memorial's curator of military technology, Mr John White, and is expected to be completed by mid-1999.

The aircraft, A9-557, was one of 700 Beaufort bombers built in Australia and it flew more than 103 missions with 100SQN over New Guinea. It was acquired by the Australian War Memorial (AWM) in 1992 from a private collector in Melbourne who had originally recovered it from its crash site at Tadjji in 1974.

Beaufort A9-557 flew its first sortie against the Japanese on 10 July 1944, the RAAF having taken delivery of it in January 1944. During seven months

of operational flying it dropped some 146,000 lbs (66,364 kgs) of ordnance. It was flown by 19 different crews and, despite the Beaufort's early reputation for unreliability, was evidently a robust aircraft. Its entire operational career was spent in New Guinea, operating from a number of airstrips including Vivigani (on Goodenough Island) and Tadjji (Aitape).

A9-557's flying life ended spectacularly with a crash-landing on 20 January 1945. Returning

from a raid on the Japanese-held village of Elimi, it was nursed back to the Tadjji strip by FLTLT Harry 'Jack' Fowler with extensive battle damage and a live bomb stuck in its bomb-bay. The crew and an Army observer on board all survived the landing as it ran off the end of the runway but, according to available reports, one man in a Jeep on the ground was killed. The Beaufort was stripped for useful parts and dumped, where it lay for the next 29 years.

It was the main section

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

# THE BRISTOL BEAUFORT

of the bomber that was acquired by the AWM in 1992, and it is with additional sections from A9-461, A9-555 and A9-559 that have been gathered from PNG, the US and Australia that the AWM is re-assembling and conserving A9-557. When acquired, the main section still retained much of its original paint scheme and even included original graffiti by the crew. The AWM staff have undertaken exhaustive research to ensure the preservation work is accurate. Original plans, design specifications, modification records and even photographs and letters of its crews have been consulted in the process.

In an era when little value seemed to be attached to aircraft as possible her-

itage artefacts, the last of the 700 Australian Beauforts was destroyed in 1956. Most Beauforts were put into storage after WWII or used in experimental roles such as crop-spraying. By the early 1950s, most had been broken up for scrap aluminium, or lay abandoned at airfields in Australia and PNG. Local farmers and others stripped them and used the parts for all manner of innovative purposes. Apparently today a village on Goodenough Island is made from Beaufort parts, having stood now for 50 years.

The aircraft is being restored for static display in the memorial's Bradbury Aircraft Hall; its rarity means making it 'flyable' is far too risky. The aircraft hall is being revamped (along with the other gal-

leries) and the restoration project will be completed to coincide with the AWM's gallery redevelopment. Total estimated cost for the Beaufort project is \$300,000.

The restoration of A9-557 has enabled the memorial to further develop and refine its conservation techniques. These will be put to good use in coming years as the memorial's collection of aircraft face renewed preservation requirements, including 460SQN's famous 'G for George' Lancaster.

Further information on the restoration project is available from: Co-ordinator, fund raising: Mr Mark Baker.

Executive Officer,  
Australian War Memorial  
Foundation Tel. (02) 6243 4211 Fax (02) 6243 4543.

The "Bristol" series, the Blenheim, Beaufort & the Beaufighter was well known in WW2. The first produced was the Blenheim, a great war horse, if somewhat under-powered, which was respected as a fine light bomber, then the Beaufort, first used in Europe as a torpedo bomber, then later with RAAF Squadrons in the Pacific war zone on shipping strikes, general reconnaissance & as a medium bomber.

Only 1429 Beauforts were produced in England & some 700 by the Dept. of Aircraft production in Australia, commencing in 1941. This

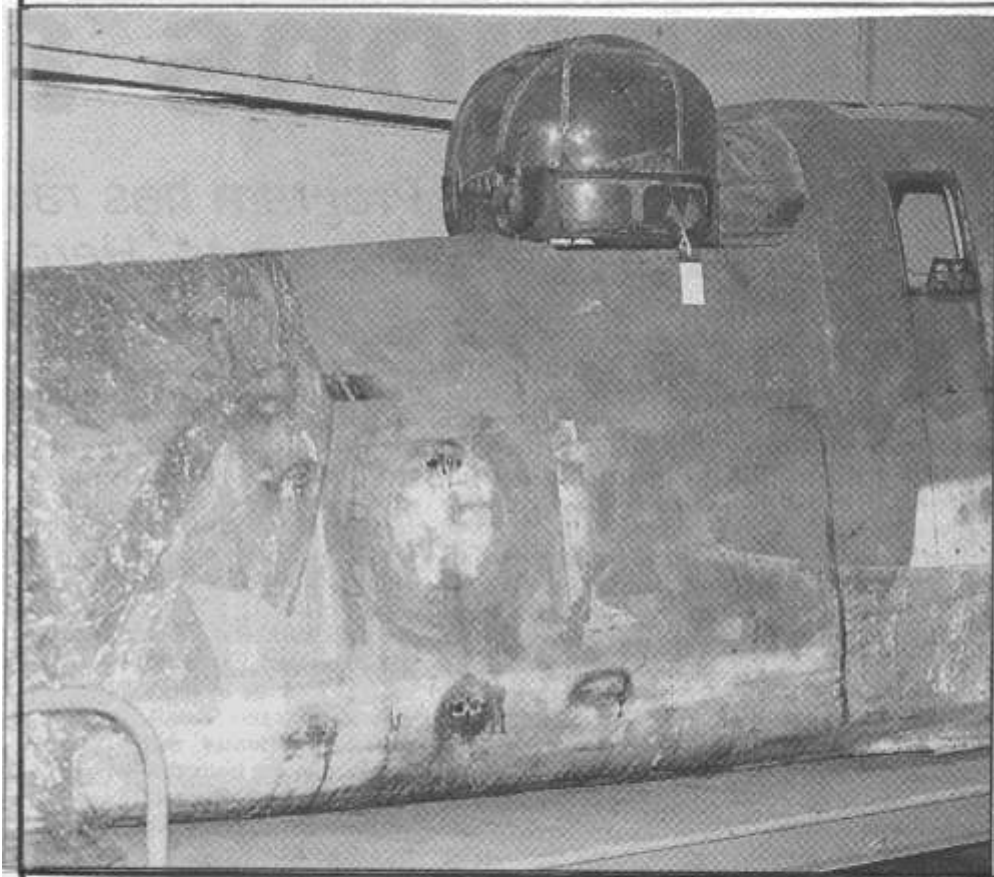
production played an important part in the development of a healthy aircraft manufacturing industry in Australia.

Though overshadowed in performance by her young exciting sister, the Beaufighter, the Beaufort performed well in the RAAF Squadrons.

The following Squadrons (RAAF) were equipped with Australian Beauforts:- No's 1, 2, 6, 7, 8, 13, 14, 15, 32, and OTU's, No. 100 Squadron being the first to receive the Beaufort.

Losses, for a time were high, particularly on the training units, placing the reliability of the Beaufort in some jeopardy. The fault was found in the elevator "briese" control, causing extreme loss of vertical control in the trim tab system. Regrettably, before the fault was found and corrected quite a number of unexplained crashes had

We are indebted to Tim Griffiths for his fine article in "VetAffairs"



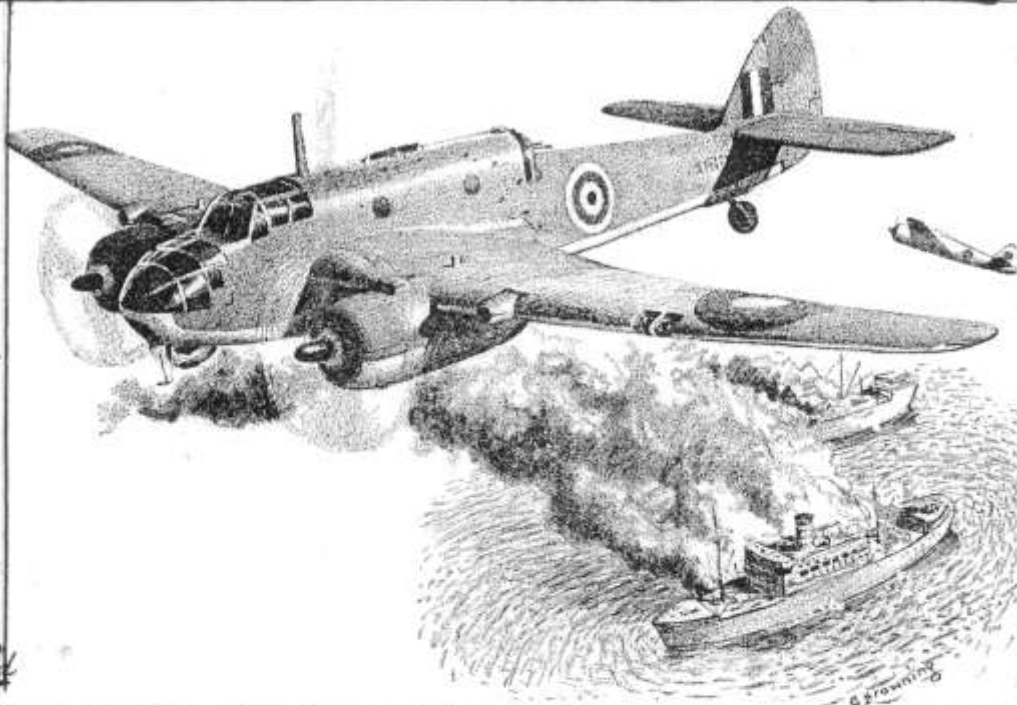
A9-557 now under restoration

occurred in a seemingly uncontrollable dive. Losses of aircraft and crews were particularly felt at No. 1 OTU Sale, Victoria & No. 7 Sqdn. at Bairnsdale Victoria, and a permanent memorial garden is situated at the Western approaches of Bairnsdale in memory of those men. Brian Walker (dec) perhaps better known as "Black Jack" Walker mentions this fault in the Beaufort in his Book "Black Jack", as he had experienced this tendency to suddenly

dive beyond control, fortunately when in a dual controlled trainer. With brute force of two at the "stick" the Beaufort was sufficiently controlled to return to Bankstown, where a belly landing was made.

It appeared on close inspection that the elevator trim unit whilst appearing quite secure, in the odd case could come undone with disastrous result.

The unit was modified & the mysterious diving crashes ceased.



Some Beaufort statistics: - Length 44'3", Wing Span 57'10", Height 15'10"  
Max. Speed 270 mph. Power Aust. built Pratt & Whitney 14 Cyl. Wasp Engines of 1200 hp (radial). 1450 miles range with auxiliary tank. Armament 2 - .303 MGs in nose, 2-.303 or .50 MGs in dorsal turret, some with .303 or .50 MGs in each wing (all Brownings). Bomb load 2-500lb bombs or 4-250lb bombs, or 1-21 inch torpedo plus 2-250lb bombs carried on wing racks.

The Beaufort was the RAF's main torpedo bomber and apart from this, the aircraft was not used widely in other applications in the European War Theatre. However, in spite of plenty of detractors following several mysterious crashes, suffered mainly in RAAF training, the Beaufort soon became the force behind our medium and light strike units in the Pacific War Zones, particularly in the New Guinea campaigns. They "held the Fort" until the Bristol Beaufighter ("Whispering Death"), the Mitchell and other strike Squadrons became part of the Allies' drive against the Japanese forces.

The Bristol Beaufort has well earned its place in Australian history by the war record of the twelve Squadrons which flew this aircraft in the Pacific areas in WW2. It is great to learn that The Australian War Memorial has undertaken the restoration of Beaufort A9-557.



ANNUAL SUBSCRIPTION - NOW DUE.

At the recent AGM the Members voted that Association Fees remain as fixed for the past four years. Your early remittance covering Annual Subscription of \$20.00 will be of considerable assistance to the Treasurer in recording receipt and posting the Members' Register, and greatly appreciated by that officer. Those Members wishing to "exercise the hip pocket nerve" in a tangible gesture of assistance to the A52-600 project, to help in completion of the restoration ASAP, will note that provision is made in the account beneath, to include any donation with the payment of Annual Dues.

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

I \_\_\_\_\_  
 NAME - PLEASE PRINT \_\_\_\_\_ PHONE NO. \_\_\_\_\_  
 \_\_\_\_\_  
 ADDRESS - PLEASE PRINT \_\_\_\_\_

enclose Annual Subscription of \$20.00 for the year ending 30/6.99.

please place X in square if receipt is required - All donations will be receipted, as donations over \$2.00 are acceptable as allowable tax deductions.

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

**THE MOSQUITO AIRCRAFT  
 ASSOCIATION OF AUSTRALIA**  
 4/18 GORDON ST  
 TRARALGON. 3844

## MEMBERSHIP

**MEMBERSHIP.** - For the outline of movement in Membership to the 30/6/98 see The Annual Report in this Bulletin. The following new members have joined our ranks since the issue of the last Bulletin and we are pleased indeed to welcome them to our fellowship: -

R.H.Morgan (Bob) 21 Rosebank Ave; Ringwood 3134 - ex 604 & 264 Sqdns RAF Navigator.

R.Stevens (Bob) 32 Clarke Cres; Wantirna Sth; 3152 - Bob is a Computer Business Systems Analyst and has indicated his wish to assist "hands on" in the restoration. His computer experience will be most helpful.

B.J.Fillery (Brian) 32 Byrne St; Windsor 4030 - ex Lt.Royal Corps of Signals and is experienced in the compilation of detail for Microsoft Flight Simulator exercises.

R.M. Mottram (Ralph) 12/127 Riversdale Rd; Hawthorn 3122 - A/WngCdr ex No's DFC\* 53 Sqn; (Blenheims) & 140 Sqn; Spitfires & Mosquitos.

## THE 6<sup>TH</sup> AIRCREW REUNION



THE 6th; AIRCREW REUNION will be held on FRIDAY 21st; MAY to TUESDAY 25th; MAY 1999 at SURFERS PARADISE, QUEENSLAND.

For programme, registration and costs, contact the Secretary, PO Box 6511 GCMC Bundall 4217 or telephone 07 55 765081.

This is a great "Get Together" with great venues, programme and top entertainment, now held every two years.

### A NOTE FOR THE NEWER MEMBERS.

Back numbers of our Bulletins are now available if you would like to have a full set, starting from December 1992.

At cost, the bulletins are priced at \$2.00 each plus postage. Please return this order form, (you will be writing your name and address on the other side of this page to record your payment of subscription)

Just list the Edition numbers required by you beneath. An Account will be forwarded with the bulletins ordered.

Bulletins required. Numbers. -----

### FOR ALL MEMBERS.

YOUR ANNUAL SUBSCRIPTION OF \$20 IS NOW DUE AND PAYABLE.

Just fill in the details on the other side of this notice, SCISSOR OFF, and return to the Secretary/Treasurer at 4/18 Gordon St; Traralgon, 3844, -

Please don't delay, make his day  
and gain his acclamation,  
Your early payment helps a lot  
and speeds the restoration.

# WEWAK-BEAUFORT SHOW

*Capture of Wewak was primarily a RAAF show. In their most spectacular action to date, the Beauforts literally blasted the Japs out of their cleverly concealed pill-boxes and the AMF walked in over their bomb craters to find the enemy's last and most heavily defended Northern NG stronghold strewn with corpses.*

ASK the 6th Div veterans now clearing up the unhappy remnants of General Miyaki's once powerful 18th Army what they thought of the Beaufort crews' work in that campaign. You get one answer: "The RAAF prepared the way; we took our positions as they knocked the Nips out."

The Army commander formally thanked the RAAF for the surprisingly few casualties suffered by his troops. And that has been the Beaufort boys' main incentive—not bombing huts or villages, but saving AMF lives.

The soldiers' confidence in the accuracy of their bombing has been embarrassing at times. They repeatedly called for strikes within 150 yards of their own positions, and on one bash I heard this over the R/T from a lieutenant down below—

"Nice work! We're smothered in dirt, the smoke's ——— awful, but the

OP reports there are bits of Nips hanging in the trees everywhere."

Actually, the culmination of the Wewak campaign was a triumph of air support. The Dove Bay landing west

**By E. W. TIPPING**  
**WINGS Staff Writer**  
**who flew with the**  
**Beauforts**

of Dabiap, between Wewak Point and Cape Moem, in the enemy's rear, was a masterpiece of coordination.

The Beauforts KO'd the Nip positions commanding the beaches, the Navy ensured that any Japs left over kept their heads down, and the AMF went ashore knowing they had as much protection as any shock troops have ever had.

How different from 6th Div actions earlier in the war!

Result—in the actual landing operation the Army lost one man wounded.

I flew over the bay a few hours after the landing and saw some of the troops swimming off the beachhead.

The Beauforts made 80 strikes in support of the landing, a climax to months of dull, routine daily strikes in treacherous weather, during which they had dropped more than 8,000,000 lbs of bombs. They needed a show like this to break the monotony.

So there was an air of anticipation when I arrived at Tadjil the night before the "Do." In the wing ops room that night the IO and the senior controller checked last minute details with the ALOs.

Throughout the day 57 Beauforts had dropped 100 tons of bombs along the neck of Wewak Peninsula, by the strip, and the report had just come in from the AMF that scores of Japs had been buried alive in their caves.

There seemed little need for the formal briefing before dawn next morning. Everyone seemed to know his role. Five squadrons were to take part—led by W/Cdr Hugh Conaghan, CO of the best known Beaufort squadron, which has been bashing Japs for 2½

years; W/Cdr O. B. Hall, AFC, the most experienced pilot in the area; W/Cdr Brian Waddy; W/Cdr Oscar Barton; and G/Capt Tony Primrose, AFC, who had brought his squadron up from another area to be in at the kill.

Only one thing was in doubt—whether. Cloud base might not be high enough to allow sufficient safety margin for heavy bombing. Primary and secondary targets were fixed accordingly, Jap entrenchments around Wirui Mission on a ridge commanding the beach and the forces along the shore.

## Split-second schedule

Conaghan, the leader, was to make first run with 15 Beauforts at 0745; troops would go ashore under cover from 6 inch naval guns at 0830. Other squadrons were detached for air alert, on call should the landing forces strike opposition.

We took off to split-second schedule. I was with the Wing CO, G/Capt V. E. Hancock, OBE, of Toorak, Vic, formerly Director of Postings at RAAF HQ. He posted himself to an operational wing and now flies on every bash, rarely as leader and generally behind an F/O flight commander. We were No 3 to Conaghan.

Down the coastline astern we found cloud level 1500 ft over the ridge, leaving insufficient safety margin. Conaghan immediately ordered us to follow him in across the secondary target.

Every bomb—the Beauforts carried two 500-pounders, four 260s—dropped around the target area. Hancock asked our navigator bomb-aimer how ours had gone. The Nav's quiet "They were all right" meant they were dead on. We went back later and saw the devastation for ourselves.

Meanwhile, with a Boomerang spotting for them, the naval bombardment had begun, so we detached ourselves from the rest of the squadron to browse around for a look-see. Hancock was keen to watch the results of his careful planning.

The cruisers, HMAS Hobart and HMS Newfoundland, and the RAN destroyers Arunta, Warramunga and Swan formed an impressive array in the misty light as the barges skimmed toward the shore. I counted more than 30 craft.

As the barges beached, the troops dashing across the beach met crossfire from Jap gun positions on Cape Moem. The spotter had the naval guns on it in a flash.

Hancock then decided to take a look at the clouds over the original target on Wirui Ridge. They had lifted high enough for safe bombing.

We reported to the Air Support Controller, F/Lt George Mauger, DFC, on the flagship with the Army GOC, and in went a dozen Beauforts to silence all opposition from Wirui.

Then came the dramatic moment of the show. Over the R/T from the air support officer with the landing forces came: "Strong force of enemy troops moving along tracks near map ref. . . to intercept us—can you do anything?"

It was pretty to watch the air-alert boys respond. In three minutes they had finished their run. Few Japs could have survived that blast, and the

ASOs precise, "Thank you very much," followed a few seconds later.

We stooged around for four hours until it was obvious things were going exactly as planned. The Beauforts had again succeeded in their main assignment, saving AMF lives. The landing troops had lost one man wounded. No: bad for the culmination of the NG campaign!

And the Japs had been there in force. That had been obvious when we made our first run. The little black bursts around us from enemy Japs showed the Japs had concentrated all their ack-ack around Wewak, and had deliberately held their fire for weeks, waiting for the main assault. Our Beaufort was holed in two places but it was the only one hit.

Back at Tadjil all crews were on immediate call in case the AMF struck sudden opposition. Tea and sandwiches on the strip were followed by a call from the Army to bomb and strafe enemy troops on Brandi Plantation, near the neck of Cape Moem.

We were Conaghan's No 3 again and, after we had dropped our bombs, the Army called for one Beaufort to find a Jap gun causing trouble.

No 3 was detailed, and for the next hour and a half, after the others had gone home, we skimmed the trees in maddening circles trying to find that gun.

How I regretted my rashness in flying with a group-captain who thrives on that sort of thing and was obviously determined he would not leave those trees till he had found the gun! Particularly when our WAG, F/Lt Bill Wilson, of Brisbane, reported the Nips were potting at us with rifle fire!

## There was the gun

Round and round over the gardens, up and down the ridges, checking up on one likely position after another until we came across what looked like another bomb crater on the side of a hill. But, on closer inspection, we could see slit trenches alongside. Round again and there was no mistaking it—there was the gun.

(Next morning a squadron of Beauforts went over and blew the gun and its crew to smithereens.)

More than seven hours at the extreme sensitive controls of a Beaufort is my idea of a hard day's flying, especially after being holed by flak.

G/Capt Hancock differs. On our way home we used up what little petrol we had in our tanks looking for odd Japs still left on the tiny islands which skirt the coast between Wewak and Aitape.

The Beauforts did their job so well that day, the Army called for only a few sporadic strikes on following days and the Beaufort reinforcements were able to go home two days later.

Except for mopping up inland, the Wewak campaign was virtually over.

Is it any wonder the boys were surprised when Guinea Gold, announcing the capture, dismissed the RAAF's efforts in one line? The 6th Div boys, whose opinion counted most, were stunned.

from "WINGS" Vol. 5-No. 6  
26th JUNE 1945 Ed

# NOTICES ETC.

## THE COMING OUT OF CHLOE

**A**LTHOUGH she died at 21 years of age, the image of Chloe has been a discussion point at Melbourne's best known gathering place for nearly 100 years. She was there before the First World War and withstood the marches of the Women's Christian Temperance Union who, with banners declaring that "lips that taste alcohol will never taste mine", smashed upon the doors of Young & Jacksons. She saw men take a drink during the boom of the 20's and the Great Depression; she met the villains of the 30s; and later inspired the American servicemen pining for home. She has now moved to the upstairs lounge for fear of attack - a sign of our times - where she stands forever young.

CHLOE was painted in 1875 by Jules

Lefebvre (1836-1911) and received great popular acclaim, winning gold medals in the Paris Salon of 1875, Sydney and Melbourne.

SHE was purchased in 1882 by Sir Thomas Fitzgerald, a surgeon, and later loaned to the National Gallery of Victoria. After three weeks of exhibition the painting was withdrawn when outraged citizens objected to seeing the naked female form displayed on the Sabbath.

THE model "Chloe" posed for the painting when she was 19 and afterwards fell in love with the artist Jules Lefebvre, but she was devastated when he married her sister. Some say that she boiled up phosphorous match-heads and drank the poisonous concoction dying tragically when she was 21.

In WW2 days, the young goggle eyed service men, travelling between interstate postings, or on ship travel overseas, will well recall the obligatory visit to Y & J's, opposite Flinders Street Station.

The above is a memory tickler for those who shyly stood at the Bar sneaking unobtrusive sideways glances at "that painting"

### VALE

W.R. (Walter Rennie) ALLAN - 12-10-97

We sadly record the passing of our member Walter who served as a Navigator over Europe with 456 Squadron. He was a valued member of this Association for the past 5 years and will be missed. Our sincere sympathies and condolences are conveyed to Pat and families.

## DID YOU KNOW THAT ??????????????????

In 1020 AD, Oliver or Eilmer of Malmesbury, Monk, astrologer, mechanic and some time aviator, JUMPED from Malmesbury Abbey and flew for more than a furlong before breaking his legs.

The burning question, sure to start an argy bargy in the messes of the Squadrons, - "What was the BEST aircraft in the operational service?", was put to AVM G.Jones, CB, CBE, DFC Chief of Air Staff (dec) late in 1945 by "WINGS" and his opinion is recorded here. WHAT DO YOU THINK??



## SEVERAL Says CAS

Air Vice-Marshal G. Jones, CB, CBE, DFC.

This is a very difficult question to answer unless you specify what class of aircraft or for what purpose it was employed.

The MOSQUITO was undoubtedly the most versatile aircraft of the war—it was a fighter, fighter-bomber, bomber, reconnaissance, and photo-reconnaissance aircraft. It carried 4000 lb bombs into Germany.

The MUSTANG was the best fighter of the war, but it came in too late to pile up the great scores of some other fighter types.

The SPITFIRE, of course, was the Joan of Arc among aircraft—it was the key weapon in the Battle of Britain and it has a great sentimental appeal.

In the Pacific War, I would say that as far as the RAAF was concerned the CATALINA was the greatest aircraft we had, regarding it from the point of view of its offensive value. Its immense range was invaluable here.

And the KITTYHAWK was our maid-of-all-work, as you might say.

December 15, 1945 WINGS

SWEET MEMORIES OF POWDERED EGG UGH !! UGH !! \*#!!?!& Bleep HOW !! COULD ONE FORGET !! yack

A. C. WON

WINGS June 26, 1945

By Gil Brown



# NOTICES - REPORTS - TRIVIA

## THE FASHIONABLE MOSQUITO

The two following notices are interesting evidence of the "mystique" of the Mosquito aircraft and the growing acceptance by the Australian public of the value of our two Mosquitos A52-600 and A52-319 in recording the place the Mosquito aircraft played in the Australian WW2 History. Four RAAF Squadrons flew Mosquitos operationally over Europe and the South West Pacific war zones, whilst a fifth Squadron was formed just prior to the cessation of hostilities in the Pacific. Both British built and Australian built Mosquitos were flown in operations by No.87 PR Squadron whilst 456, 464 and 1 Squadrons flew British built Mosquitos, 456 and 464 over Europe, 87 and 1 in the Pacific.

Two elderly men were sitting on a park bench in the sun on a warm autumn day.

"If I had a choice where to die, I would choose my garden in summer," said the first one.

"If I knew where I was going to die I wouldn't go there," said his companion.

Rotary Bulletin

## The NARROMINE AVIATION MUSEUM.

Our Corporate Member, the Narromine Aero Club advises that with the Narromine Shire Council and the Orana Soaring Club, as fellow organisers, it has laid down the foundation of the Narromine Aviation Museum.

Towards the end of WW2, No.618 Squadron, RAAF; the sister Squadron of No.617 Squadron, renowned for the Attack on the Ruhr Basin Dams with the "Bouncing Bombs" was posted (with its Mosquitos) by sea, to instigate bombing attacks on Japanese shipping from Aircraft Carriers. Due to the cessation of hostilities this task did not reach fruition, but as 618 was domiciled at RAAF Station, Narromine, strong links were formed with the Squadron. Should any members have photos or any other memorabilia on 618 Sqn; please contact the Secretary, the Narromine Aero Club, PO Box 162, Narromine NSW 2821

We are hoping to arrange for David Vincent Author of "MOSQUITO MONOGRAPH", to make relevant matter available.

## Australian War Memorial

### "Cocktails at eight under the Mosquitoes after the speeches."

Add an extra dimension to your next convention, conference or meeting by holding it at one of the world's greatest museums. At the Australian War Memorial, you can dine in the shadow of a mosquito bomber, have cocktails in the splendour of the Colonial Gallery, or stage a global communications conference in the fully integrated and equipped Telstra Theatre.

Add some variation to your corporate life and experience the facilities of the Australian War Memorial.

For more information: Telephone (02) 6243 4392 or email [marketing@awm.gov.au](mailto:marketing@awm.gov.au)

<http://www.adfa.oz.au/~awm>



The Narromine Aviation Museum has adopted the Mosquito aircraft as the official logo of the Museum.

This Association congratulates the Narromine Aero Club and Associates in the forward step they are taking to preserve the history of aviation development at Narromine.

## LEGACY - STILL CARING 75 YEARS ON

The first week of September is the time when the community hears the call to "remember Legacy - because Legacy never forgets".

The call has gone out for volunteer collectors to help Legacy's welfare work by selling badges in Legacy Week.

Now in its 75<sup>th</sup> year, Legacy has assisted hundreds of thousands of widows and children of veterans who died

on active service or later in civilian life.

Today there are 127,000 Legacy widows around Australia, around 1,110 dependent children and some 800 disabled dependants.

Every year, Legacy needs several million dollars to help with education, housing, employment and other social needs. In 1998, the appeal target for Legacy Week is \$2,000,000.

Age and ill health have drastically reduced the ranks of Legacy's volunteers. New collectors are needed to help raise these vital funds.

If you can help, contact your nearest Legacy Club, listed in the White Pages.

Remember, Legacy needs you to help the community carry the torch.

— VALE —

Maxwell Thomas ("Tim") GOODE BEM

13/11/22 - 25/6/98

Members and Friends are saddened by the passing of "Tim" who was a foundation member of this Association. Sincere condolences are conveyed to his bereaved family.

"Tim" served as a sergeant medical orderly in the RAAF in WW2, and on duty at No.87 PR Squadron at Coomalie Creek Base NT; on 3/8/45 he extricated the pilot from the burning Mosquito A52-605, suffering burns himself on both hands and left arm. "Tim" was awarded the British Empire Medal for this act of bravery.

MEMBERSHIP. 10 new members have been registered and welcomed to the Association in the past year, which is less than recorded in previous years. This is partly due no doubt to the continuing hiatus in the restoration progress in the year under review. Membership has been reduced slightly due to this and other factors as the following figures show.

Membership as at 1/7/97	256
New Members enrolled	10
Less known deaths to date	266
Seriously ill resigned or lapsed	5
Men paying Juniors	4
Unfinancial members at 30/6/98	3
Financial members at 30/6/98	14
Add back 5 of the above ill or deceased paid up for this financial year	26
Financial membership as per Member Register for the year ended 30/6/98	270
	266
	4
	270

THE RESTORATION. Much as reported at the last AGM, disappointing, both funding and priority still a concern, for most of the year. Priority however has advanced and the RAAF Museum has advised that the A52-600 restoration will go forward at the RAAF Museum upon the completion of the Supermarine Walrus later this year. The volunteers met regularly at Richmond, carrying on with work on flaps, wings, cleaning of component parts and generally getting the aircraft ready for the transfer to Point Cook, Victoria.

The major happening in the past year was found in the preparation for and the actual air freight movement of A52-600, from Richmond NSW to the RAAF Museum at RAAF Base Williams, Point Cook, Victoria, by Hercules aircraft. This took place successfully (with many fingers crossed), as the exercise of loading and unloading the fuselage was indeed most precise, with literally no room for error. The transfer was made in four Hercules flights as follows: - Flight 1 on 23rd; March - sundry crates, flights 2 and 3 on 30th; March - wing, tailplane, drawings and propeller blades, flight 4 on 31st; March - fuselage. Four member volunteers travelled on the last flight and four Committee members from Traralgon travelled to Point Cook on the 31st; March and saw A52-600 safely unloaded from the Hercules and wheeled, in its Roll Over Stand, to Hangar 178 at the RAAF Museum, where the restoration will be continued.

The RAAF will require civilian volunteers for the A52-600 project and your Committee has already commenced to search for likely volunteers. So the curtain closes on the "Richmond" phase of the A52-600 restoration. To GODD Mike Shaw (Ret) and FLIF Mike Mayfield, the pair who took on the difficult task of initially setting up the project at Richmond in 1989 and later Officers I/c. FLIF Steve Graham, GODD Col French and finally, FLIF Tim Higgs and all the Richmond Volunteers we, the members, acknowledge your tenacity and commitment to the A52-600 project. Over a period of some frustration your activities on this restoration have undoubtedly played a major part in keeping the project "alive". The development of the project as a continuing exhibit of a restoration in progress has been of great interest to the general public.

FINANCE. As reported in previous years, careful budgeting has resulted in a healthy surplus in the Administration account, ensuring a worthwhile injection of funds into the Operating Reserve, to the ultimate benefit of the Restoration Fund.

Donors. We gratefully acknowledge those members on the Donor list this year for their most welcome and tangible support to our goal - completion of the restoration of A52-600.

- J.S. Reynolds, C.J. Cousins, R. Vassile, K. Hogan, J. Phillips, A. Spooner,
- J. Kenny, J. Granger, G. Hogan, R.W. Atken, J. Henderson, L.A. Williams,
- V.N. Craswell, J.P. Kayser, R. Sangford, W.H. Heins, S. Battista, G. Masden,
- H.R. Bonnyton, J.H. Palmer, J.S. McManelli, R.O. Nowell, E.V. Morgan,
- D.A. Hargrave, G.P. Rees, L.G. Whaley, R.S. Lacey, R. Storer, G.M. Murdoch,
- D. Avery, W.A. Reedy, L.P. Bond, J.U. Howe, H.A. Deane, R.R. Sparrow, J. Pease,
- M.R. Henderson, W.R. Sant, G. Pender, W.H. Hawkins, C. Smith, M.S.H. Davies,
- L.O. Hindley, G.A. Patching, R.G. Templeton, P. Mough, E. Dunley, D.H. Harris,
- K.K. Kerr, L. Bell, A.E. Flinders, J.P. Dempster, R.W. Daniel, D.G. Veymes,
- R.R. Cooper, A.I. Davies, R.M. Green, C. Cook, R. Luxford, A.M. Boas
- R. Franklin, G.H. Garrett, W.I. Priddy, R. Ellmore, R. Strange, S. Pitzerfeld,
- D. Dougherty, M.J. Chalke, C.V. Scott, D. Innes, E.C. Platt, R.C. Colistaver,
- R. Fowler, S. Slatter, L.O. Cobb, P. Jones, D. Jacob, B. Bates, R. Skinner,
- M. Ripper, A. Holman, R. Howard, A.I. Middleton, M.C. Williams, A.A. Taylor,
- L.R. Lambie, T. Patrick, H.W. Williamson, A. Coogan, B. Widdidge, P.M. Read,
- A. Barty, B. Arne, Mayfield, D.V. Russell, D. Forrester.

This is a great effort indeed, over double the donors in previous years and only from 97 of our membership. Due to the tyranny of distance, few of us can take a hands on part in the restoration of A52-600 - but - by exercising the "hip pocket nerve" we can all play an active and worthwhile part in the restoration of A52-600 as members of this Association.

A pleasing feature of this financial year was the presentation of a cheque for \$25,000 by our Patron, Air Vice Marshal J.C. Jordan AO to CAP Air Marshal I.B. Fisher AO, for use in the restoration of A52-600.

Annual Fees. The retiring Committee recommends that Fees remain unchanged.

PUBLIC RELATIONS. The Press has treated us kindly, with articles and press releases of special happenings. The following are thanked for this excellent coverage: - "Australian Aviation", "Flight Path", "Wings", "Latrobe Valley Express", "The Mosaic", "The Bulletin of the Mosquito Aircraft Association (UK)", "Reveille" (RSL NSW), "The Woodworker" - the RAAF Association Gippsland Branch, and "MUPPI" (RSL VIC)

THE BULLETIN. Three issues of the Bulletin through the year have continued in spite of increases in cost of production. Members are again invited to submit material to the editor for publication. Many of our members have a story to tell and this type of article is particularly enjoyed by our members.

THE COMMITTEE. Four meetings have been held and two "away" functions have been attended by Committee men and ex officio Ron Vassile, namely the presentation to CAP in Canberra on 24.11.97 and the air lift delivery of A52-600 to the RAAF Museum at Point Cook on the 31.3.98.

With the change of venue for the restoration, our NSW Representative Ron Vassile is especially remembered and honoured for his devotion to the Associations' affairs, involving long hours and travelling, a great deal of photography and correspondence with the Secretary, his contribution to the Associations' growth and success as "the man on the spot" has been beyond compare.

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

With the move of the restoration to the RAAF Museum Melbourne Members support this proposed change, and some have, already indicated their willingness to serve on the new Committee, should the occasion arise. Members will be advised of further developments.





# RAAF MUSEUM

POINT COOK

RAAF MUSEUM  
RAAF BASE WILLIAMS  
POINT COOK  
VICTORIA 3027  
AUSTRALIA  
TELEPHONE  
03) 9256 1300  
FACSIMILE  
03) 9256 1692

Friday June 1998

Mr Allan Davies  
4/18 Gordon Street  
TRARALGON VIC 3844

Dear Allan

I am writing to update you on the progress of A52-600. As you mentioned in your letter there is not a lot of major news. Most of the past 3 months has been spent bedding A52-600 into her new home. We have cleared most of the other "junk" out of the hangar, to make room to lay the aircraft out in preparation for the restoration. We have also bird-proofed the hangar to keep our feathered friends from "christening" the aircraft while it sits awaiting work to begin.

We have been given the right to acquire all the wood-working machinery from Richmond to assist us with tooling up for the job at hand. Most of this should arrive in the next few weeks.

The Walrus is progressing well, with the engine pod and top centre section now fitted. We are waiting for new spars from England for the lower wing. When these arrive we should rap up the project quickly and start work, at last, on A52-600. Anyway at least we will have earned some interest on the \$25 000 your members generously gave us last year!

Yours faithfully

G.K. WESTLEY  
Squadron Leader  
Commanding Officer AOL

**Editors note -** A note of thanks to SQDLG Gary Westley Commanding Officer RAAF Museum and Chief Curator David Gardner on behalf of our far flung membership, for their keen interest in this restoration and for keeping us up to date with the current position.  
The RAAF has advised that the restoration of A52-600 will recommence upon the completion of the Walrus project, expected towards the end of the year. Until then the Museum is looking for bids to assist with clerical work associated with full cataloguing and other preparatory duties. NO PREVIOUS EXPERIENCE IS REQUIRED. This is a wonderful opportunity for some of our Melbourne members to get closer to this project in a hands on exercise at the very start of the preparation to take A52-600 into full restoration mode. Just telephone Gary or David as follows.  
For Gary - 03 92561479. For David - 03 9256 1273 to advise your interest and particulars.

### Expenditure.

Postages \$ 670.55  
Bank Charges (Govt) 76.79  
PR Advertising 18.60  
Office Requisites 45.85  
AGM Expense 57.85  
Photo Copying 912.65  
AGM Advertising 14.50  
Telephone 72.11  
Stationery 61.70  
Depreciation 10.00  
Breath 20.00

Balance trsf'd to Operating Reserve 3582.50

\$5503.10

### Income.

Joining Fees 10 @ \$10 \$ 100.00  
Subscriptions 277 @ \$20 \$4740  
1 Junior @ \$12 12  
3 Junior N/C -  
1 Aero Club 40  
1 ATC Flight 40  
3 at half cost 30  
246 as per Register. 4562.00  
Interest Earned. 33.40  
Bank Term Deposit 311.70  
Bulletin Reprints 112.00  
Badge Sales. 150.00  
Less Cost of Sales. 66.00

\$5503.10

### (a) Operating Reserve.

Donation to RAAF (a) \$15483.63 B/P  
Balance C/D 5048.33 Trf ex Admin A/C  
Balance C/P \$20531.96 \$ 5048.33

### (b) Restoration Fund

Donation to RAAF (b) \$ 9516.37 B/P  
Balance C/D 3492.00 Donations Received \$13008.37 \$ 9516.37  
Balance C/P \$ 3492.00

### Bank of Melbourne Operating Account.

Balance B/P \$ 8744.24 Payments \$52138.99  
Deposits 52115.57 Balance C/D 8320.82  
Balance C/P \$60459.81 \$60459.81  
\$ 8320.82

### Balance Sheet as at the 30th; June 1998

Bank of Melbourne \$ 8320.82 Operating Reserve \$ 5048.33  
Petty Cash 100.00 A52-600 Restoration Fund 3492.00  
Badge Stocks 257.11 Advance Joining Fees 40.00  
Card Stocks 122.40 Advance Subscriptions 220.00  
\$ 8800.33 \$ 8800.33

See Notations (a) and (b) A donation was made to the RAAF on the 24/11/97 of \$25000 towards the cost of restoration of A52-600.

From Operating Reserve \$15483.63  
From Restoration Fund 9516.37  
\$25000.00

### Bank Reconciliation 30th; June 1998

Balance as per Bank Pass Sheet \$ 8320.82  
Balance as per Cash Book \$ 8320.82

# REPORT ON AGM

The 6th; AGM was held in Traralgon on the 18th; of August 1998, attended by twenty members and friends, including SQDLLD Gary Westley CO of the RAAF Museum and David Gardner the Chief Curator. Other members travelling to the AGM were Allan Ellis and Bob Stevens a new member from Melbourne, and Ron Vassie from Sydney.

The Executive and Committee returned to Office are: -  
President M.Ripper Vice President K.Johnston Sec/Treas A.L.Davies  
Committeemen J.Burgess, J.Graham, Col Ryan, Ron Skinner.  
The Secretary/Treasurer confirmed previous advice in the April 1998 Bulletin that he would not be nominating for those offices at the 7th; AGM in August 1999, due to health and age problems.

SQDLLD Gary Westley addressed the meeting, signalling a new era for the continuing restoration for A52-600 with the move to Point Cook. The RAAF was fully committed to the project and like our membership regarded A52-600 as unique and with historical value.

He briefly outlined RAAF policy on reconstruction of vintage ex-Service aircraft. In future all such restorations would take place at the Museum on the basis of undertaking only one major restoration at a time. This would considerably reduce the restoration period which would commence following a complete inventory of the project's stocks of parts etc; and the completion of the Walrus, now in final stages.

After thanking the Museum's representatives, President M.Ripper presented three books on aviation interest for the Museum's library.

A major item discussed was the possibility of a Committee being formed in the Melbourne area at some time in the future. During the past year a questionnaire issued to members residing in the Melbourne environs, indicated that such a committee would receive strong support, four Melbourne members indicating their willingness to serve on the committee.

There are many reasons for establishing the Committee in Melbourne, the main ones being, the proximity to the RAAF Museum and the high population from which to gain new members, financial and volunteer support. The Committee to continue in this endeavour.

Annual Fees. The recommendation of the retiring Committee that Fees remain unchanged was adopted by the meeting. Annual Subscription remains at \$20.00

## AUDITOR'S STATEMENT

The accounts of the Mosquito Aircraft Association of Australia for the year ended 30 June, 1998 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, 1998 and results of the operations for the year.



Peter F Wood, JP  
Honorary Auditor 9 July, 1998

## A52-600 MAKES HER DEBUT !!

The RAAF Museum at RAAF Base, Williams, Point Cook Vic; advises that on Wednesday the 14th; of October 1998 at approximately 1000hrs, the doors of Hangar 178 will be opened for your inspection of the only PR Mk XVI Mosquito left in the world - and the only surviving Mosquito with an operational log in WW2.

The sight of a

Vintage aircraft stripped and in sections prior to commencement of the real business of an aircraft reconstruction, is not a pretty one, but will give you the opportunity to be in at the start of the project at Point Cook. In the preparatory stages, the assistance of volunteers will be required in preparation of an inventory and other tasks, requiring no experience and you may wish to be a volunteer. It will be a great opportunity for the Melbourne and near rural areas members to meet and get to know each other. Also some of the Committee will be bound to be there to meet with you. SEE YOU AT THE RAAF MUSEUM ON THE 14th; OCTOBER 1998

## A52-600 AIRLIFT



On the 31/3/98, the last of four C130 flights from RAAF Base Richmond completed the Airlift of A52-600 to the RAAF Museum at Point Cook, Victoria. The Mosquito fuselage, engines, tail section and many large packing cases of the components to be used in the restoration are now safely "at home" in Hangar 178.

This photo records a "nail biting" part of the transfer to the RAAF Museum.

The RAAF Museum and your Committee have commenced to recruit volunteers for the

restoration to assist the service personnel allocated to this task. Your expressions of interest may be made to SQDLDR Gary Westley, 0392561479 or to the Senior Curator, Mr. David Gardner 0392561279.

This photo records an historic event, FLTLT Tim Higgs handing over what has become the unofficial badge of office, the Cockpit Axe, to SQDLDR Gary Westley.

This is probably one of the very few occasions when this aerial artifact has been acquired honestly, rather than having fallen from the skies of Morotai or some such place, into some lucky Pilot's kit bag lying on the coral strip tarmac !!&\*\* ?? This to the writer's knowledge is the second cockpit axe proudly presented to the restoration by LUCKY PILOTS-Incidentally, as far as is known, neither of the aforesaid axes belong to A52-600, one wonders when that axe will turn up!!



This is a photo of some of those who saw the arrival of A52-600 at the RAAF Museum. From L to R - Joe Graham C'tee, Ron Scott Volunteer, A. Davies Sec; FLTLT Tim Higgs, 2ic project retiring, Ron Vassie NSW Rep; Ken Johnston Vice Pres; and David Gardner the senior curator of the RAAF Museum.

ONE FOR OUR SENIOR SERVICE MEMBERS.

WE ARE THE U.S. NAVY.

Americans : Please divert your course 15 degrees to the north to avoid a collision.

Canadians Recommend you divert your course 15 degrees to the south.

Americans This is the Captain of a U.S. Navy ship. I say again, divert YOUR course.

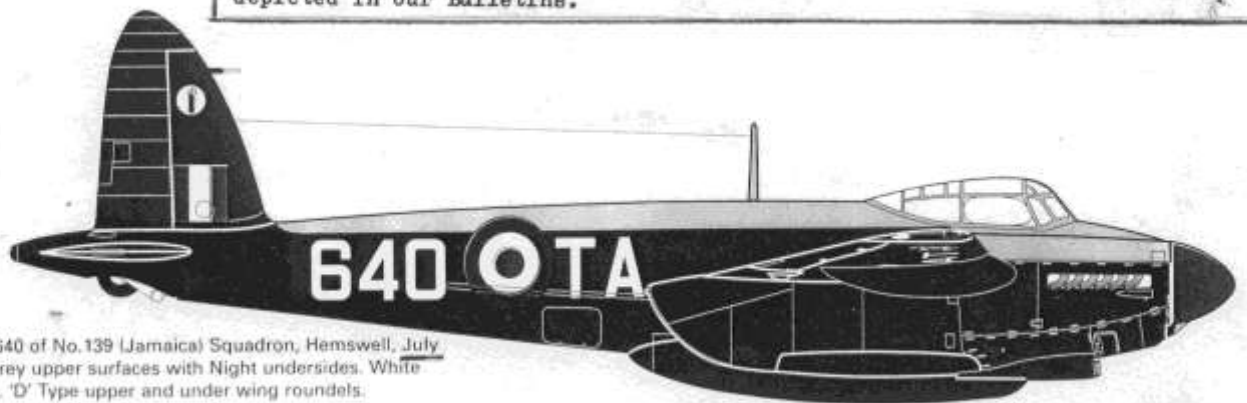
Canadians NO - I say again - YOU divert YOUR course.

Americans THIS IS THE AIRCRAFT CARRIER USS MISSOURI. WE ARE A LARGE WARSHIP OF THE U.S. NAVY - DIVERT YOUR COURSE NOW !!

Canadians This is a lighthouse -- YOUR CALL NOW !!!!

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.35TA640 of No.139 (Jamaica) Squadron, Hemswell, July 1950. Medium sea grey upper surfaces with Night undersides. White codes. Red spinners. 'D' Type upper and under wing roundels.

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

IF UNDELIVERABLE RETURN TO  
4/18 GORDON STREET,  
TRARALGON. VIC: 3844

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