

The Mosquito Aircraft Association of Australia

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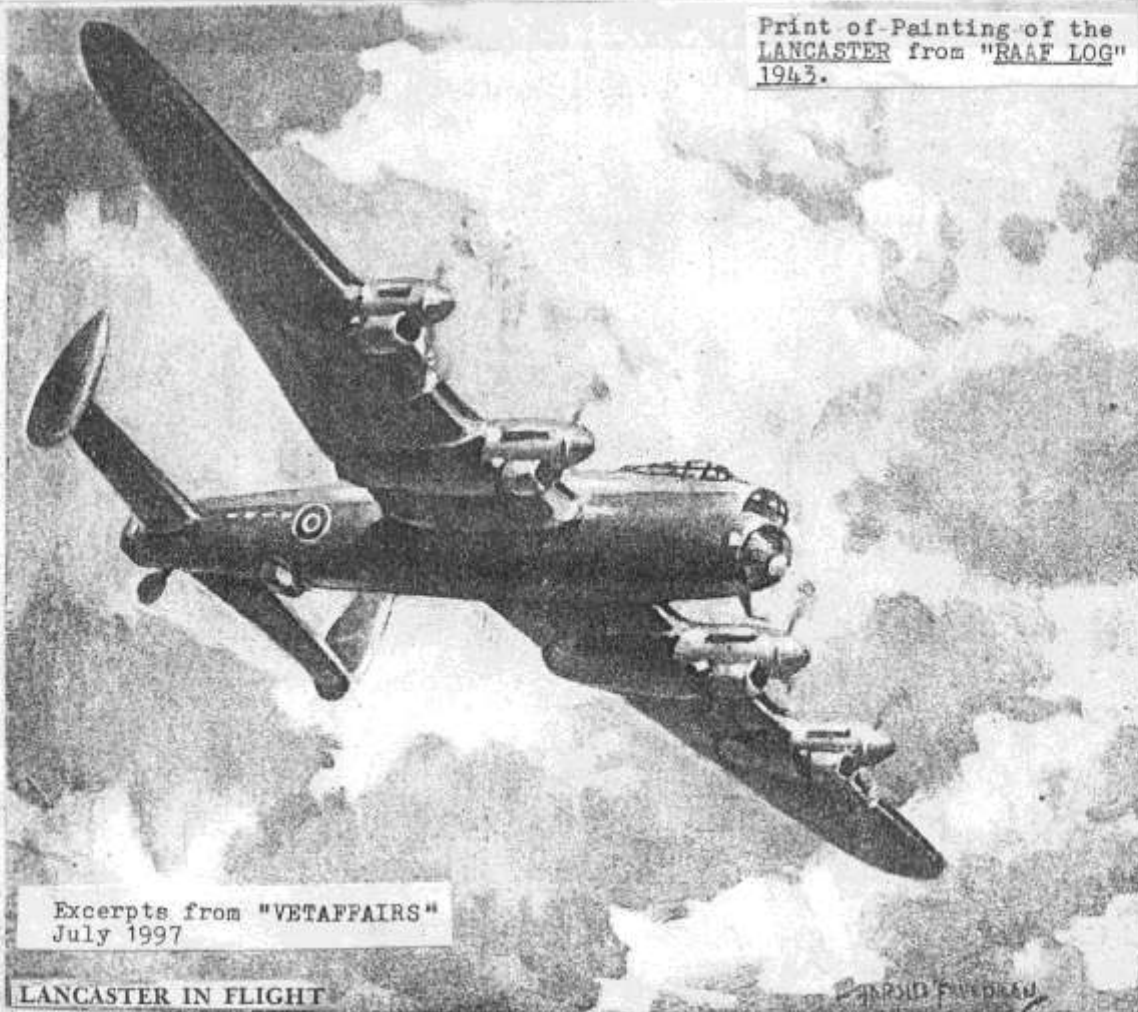


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PATRON AIR VICE-MARSHAL J.C. JORDAN AO (RAAF - RETIRED)

BULLETIN - No 21 - APRIL - 1999

George to get an overhaul



Print of Painting of the
LANCASTER from "RAAF LOG"
1943.

Excerpts from "VETAFFAIRS"
July 1997

LANCASTER IN FLIGHT

"G" for George the ever popular exhibit at the Australian War Memorial is to have a major overhaul. Although being kept under cover for most of its 56 years and receiving regular maintenance, there are a number of problems requiring attention.

Corrosion is evident in airframe and engines, suspected metal fatigue, a cracked main u/c support and deteriorated paintwork. During 1999 George will be dismantled and moved to the Memorial's Treloar Annex where the overhaul will be undertaken. The task is expected to take several years with cost around \$150,000.

David Crotty, a member of this Association, & a Curator of military technology at the Memorial, travelled to the UK on a Churchill Fellowship, studying restoration techniques. David will be assisting with this project.

460 Squadron RAAF took G for George on strength in England in October 1942. It flew its first mission on the night of December 5 (and 6) 1942 over Mannheim in Germany. It flew its 90th; and last operation over Cologne on April the 20th; 1944, before retirement and was then flown to Australia.

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

THE LANCASTERS

Continuing. "G for George" - serial W4783 is a Avro Lancaster Mk.1, flown with 460 Squadron RAAF, under RAF Bomber Command and with 90 operations must be regarded as an incredible survivor. Most of these operations were night bombing raids over France Italy and Germany.

"G for George" became well known in Australia before being shown at the War Memorial, as a Lancaster of 460 Squadron RAAF, which visited Australia in 1945 as part of the Third Victory Loan Tour of our Eastern States.

A Lancaster crew numbered 7 :- Pilot, Navigator, Bomb aimer, Flight engineer, Radio operator and two air gunners in defensive turret positions. Though operating under the cover of night, Lancaster crews faced many dangers, involving a heavy and dangerous take off cocktail of bombs, fuel & ammunition, moonlit nights, enemy fighter aircraft, searchlights & anti aircraft fire. Also air collision and the risk of being bombed by aircraft above. Losses were regretfully high throughout Bomber Command.

The Lancaster was undoubtedly the finest British Heavy Bomber, designed specifically for deep penetration raids over heavily defended targets, having an exceptionally strong, robust fuselage and most reliable engines.

It can be said the Lancaster Squadrons played a most significant role in the Allies victory in the air.

The impact of the Lancaster, first produced by A.V.Roe & Co; soon outstripped that factories' production & The Lancaster Group, consisting of Avro, Vickers Armstrong, Armstrong Whitworth, Metrovick and Austin was formed and many sub contractors also assisted in production, repair and maintenance.

This fine aircraft is well remembered for many "standout" operations such as the sinking of the "Tirpitz", the destruction of Hitlers Eagle Nest retreat at Berchtesgaden, was razed in a day raid and the epic of the 617 Squadron "skip bombing" of the Mohne and Eder Dams.

There were many more operations by Lancaster Squadrons of great value to the Allies war effort, but suffice it to record that in one book on the Lancaster aircraft the writer read recently, contained a page on Lancaster personalities - all highly decorated -- with 10 wearing the ribbon of the Victoria Cross.

The great mateship shown on wartime Squadrons is well illustrated by the 460 Squadron Association which maintains the friendships forged in Squadron days.

AT an airfield in Britain in the darkness of early morning, a quietly excited crowd waited recently for a bomber to come in.

At last an aircraft was heard approaching. It circled the airfield, touched down on the runway, and majestically came to a standstill.

"S for Sugar," veteran Lancaster serving with the RAAF in Britain, had made her century.

Later on, after the crew had rested, she was welcomed back officially.

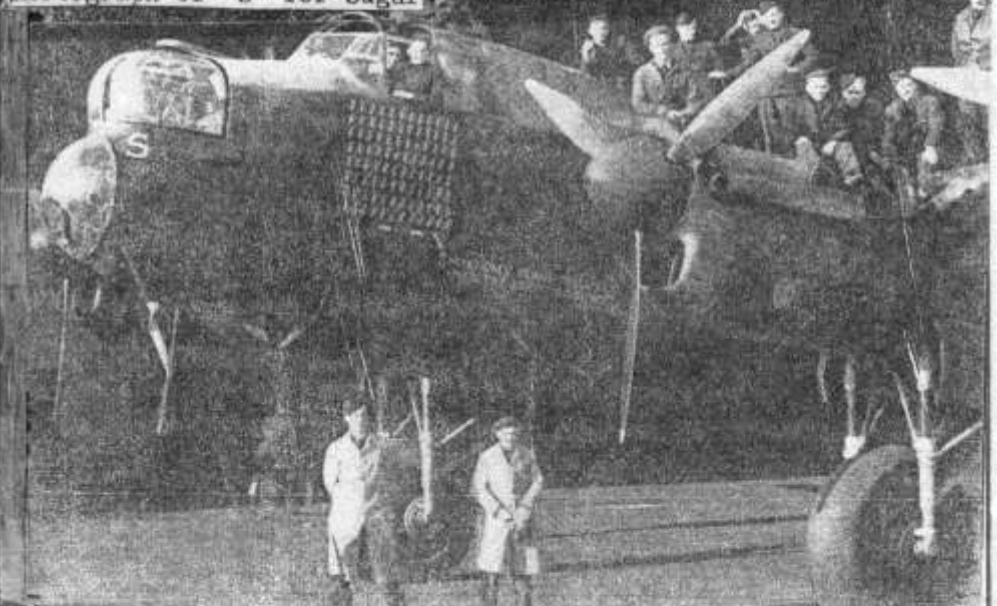
S for Sugar was drawn up outside the watch office, and the members of her crew stood on a trestle placed by the nose, while the rest of the station, including the base commander and station commander, gathered around in a circle. Most of them had waited up all night to see her come in safely.

Glasses were raised. As an airman painted the 100th bomb on her fuselage, the station gave the crew three cheers.

S for Sugar's 100th operation with Bomber Command was the most exciting of all.

"S" FOR SUGAR

Your editor acknowledges "WINGS" Vol 3 No.8 July 18; 1944 for this photograph of "S" for Sugar!



Direct cock of the snook from the RAAF to Goering was the inscription on S for Sugar. Goering's own words: "No enemy plane will fly over the Reich territory" were given the lie 100 times by S for Sugar.

Claiming the record for the number of operations flown by any Bomber Command aircraft is S for Sugar. RAAF crews flew her during the final stages of her career.

LANCASTER I SPECIFICATION

Dimensions. Wing Span - 102 ft.
Length - 69 ft; 6 in;
Height - 20ft; 6in.

Power. 1942 - 4 x Rolls-Royce
Merlin 20s; 1942/44 - 4 x Merlin
22s; - 1944/45 - 4x Merlin 24s;

Weight. 37000 lbs
65000 loaded
18000 max bomb load

Speciality Lancasters had
greater carrying capacity.

Fuel Capacity. 2154 gallons

Performance.

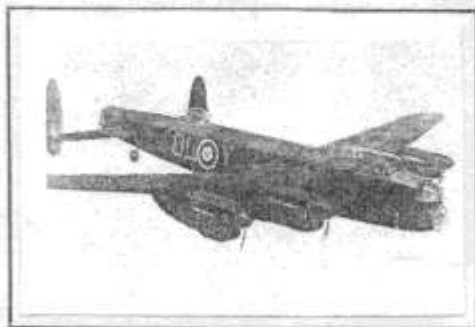
Normal cruising 200 mph to
275 mph @ 15000ft fully loaded.
Stall @ 50000 lbs - 92 mph.

Range. 2530 miles with 7000lb
load. ..reduced to 1730 miles
with 12000 lb load.

Armament. Prozer Nash turrets,
fitted with FN 5 - 2 x .303 MGs;
FN 50 - 2 x .303 MGs;
FN 20 - 4 x .303 MGs fitted
respectively to Front, Mid Upper
and rear turrets, some with
FN 121 - 4 x .303 fitted
ventrally.



We thank John White, Senior
Curator, Military Technology
Australian War Memorial, whose
article on "G for George" in
the Memorials Magazine "WARTIME"
provided much of the detail for
the story on the Lancaster
Bomber featured in this Bulletin



INTERESTING STATISTICS

July 10, 1945 WINGS

THESE FIGURES TALK

AUSTRALIA'S air squadrons
in Britain and Northern
Europe—there were 12 when
war ended—dropped on enemy
targets during the war 58,900 tons
of bombs and 8970 tons of incendiaries
and laid many hundreds of
mines in enemy waters.

It must be emphasised that these
figures cannot take into account the
work of many thousands of Australians
serving as individuals in the RAF or
Air Forces of other Dominions in the
European theatre.

33,000,000 miles

Lancasters of No 460 squadron
24,850 tons of the total high explosives
sent down on enemy targets.

About 33,000,000 miles were flown
by Australian aircraft in Northern
Europe in the course of 195,200 operational
hours, equivalent to more than
22 years—and, in all, Australian aircraft
made 44,000 war flights.

The greatest number of sorties was
the 6264 made by No 460 Squadron
and the greatest operational mileage
and hours recorded went to No 10
Squadron's Sunderland flying boats—
4,000,000 miles and 33,700 hours.

On the Continent, Australian Spitfires
and Mosquitoes engaged in a
great strafe on enemy transport just
before and after D-day and destroyed
or damaged 159 tugs and barges, destroyed
at least 487 motor vehicles on
enemy roads, and probably destroyed
or damaged 2750 other vehicles.

One RAAF Mosquito squadron alone
destroyed 24 tanks and 28 trains, attacking
in all 328 trains and inflicting

damage beyond estimation. It fired
368,270 cannon shells and 267,291
machine gun bullets and dropped
1547 tons of bombs since it began
operating in December 1942. It attacked
71 rail junctions and 743 rail
trucks, took part in the famous release
of condemned prisoners at Amiens
when the prison walls were blasted
open in February 1944, and helped
smash three Gestapo headquarters.

A Beaufighter squadron of Coastal
Command fired 1833 rockets and
126,963 cannon shells. Its operational
hours since its first operation in
August 1941 totalled at the end of
the war 11,753, equivalent to more
than 2,000,000 miles on operations.

Eighteen enemy ships were destroyed
and 162 damaged by RAAF Beaufighters
and Sunderlands of Coastal
Command. Seventeen of these ships
were destroyed by one squadron.

At least a dozen submarines were
destroyed. Five other types of enemy
aircraft were destroyed, 18 probably
destroyed and 158 damaged. Of the
submarines an equal number of kills
each went to RAAF Sunderland squadrons
No 10 (first Australian squadron
in Britain), and No 461, formed on
Anzac Day, 1942.

These flying boat units recorded
joint totals of 51,653 operational
hours (equivalent to 6,000,000 miles)
and 4775 sorties.

Australian squadrons in Northern
Europe destroyed 135 enemy aircraft,
probably destroyed 54, and damaged
166. Top scoring RAAF squadron was
a Mosquito night-fighter unit which
accounted for 41 enemy aircraft destroyed,
and 13 probably destroyed or damaged,
as well as 24 flying bombs.



*A special message to the RAAF from
Air Chief Marshal Sir Arthur Harris,
GCB, OBE, AFC, AOC-in-C, RAAF
Bomber Command.*

PLEASE convey to all Australians who
have served or are serving in Bomber
Command how greatly we appreciate
their loyal comradeship and how much we
admire the gallantry, power and high efficiency
of their crews who have contributed
so notably to the decisive air onslaught of
this Command.

"The many honours they have deserved and won were earned in the
face of fearful hazards. The bonds of friendship forged and welded
in the fierce heat of war are proof against any stress.

"We in Bomber Command are proud indeed of our Australians.
We would not and could not have done without them."

ANZAC DAY

25TH APRIL



LEST WE FORGET

by Past President the late Legatee John Sullivan

THE BATTLE OF BRITAIN



By what seemed almost a miracle 340,000 Allied troops were rescued from Dunkirk between 25th May and 3rd June, 1940. Of this total, 215,000 were British.

Hitler's delay in proceeding with the invasion plans gave Britain a valuable breathing space during which an aggressive aircraft production programme under a new Ministry created by Churchill and headed by Lord Beaverbrook was commenced.

Dunkirk, in some ways, was a boost for Britain, yet the nation's overall defence situation at the time was exceedingly grim and, had Germany proceeded to press the attack on the British Isles, Britain may well have fallen.

At the time, Germany had a decided advantage in both aircraft and aircrew numbers. Regarding aircrew, Germany had been restricted by an air agreement reached in Paris several years after World War I had ended which limited the number of German service personnel permitted to fly. But Hitler side-stepped this issue by secretly having thousands of young men trained in civil flying schools in Germany and in other schools in Russia by special arrangement. By 1935, Germany had an air force of over 1,800 machines and 20,000 men.

But Hitler considered that Britain would surrender ultimately anyway and he directed the strength of German armour to the capture of Paris and the subjugation of France.

Then, in 1936, Germany entered the Spanish Civil War and the Luftwaffe gained tremendous experience in flying tactics in that conflict. In 1939, Germany had the world's youngest air force but, also, the most experienced in modern air warfare. Hitler had some 3,000 aircraft available - far more than the RAF could muster.

Britain, however, had not been ignored - far from it - and a German invasion plan, Operation "Sea Lion" was formulated with a target date, initially, of mid-August.

The Germans knew that "Sea Lion" could not be launched unless they had total air supremacy but Goering was confident that, beginning with greater numbers of modern aircraft and experienced air crews, he could wipe out the RAF quickly.

The Plan provided for the Luftwaffe, under Field-Marshal Goering, to commence operations in two successive steps -

The Battle of Britain started on 10th July 1940 with "Kanalkampf" and Britain suffered substantial losses of merchant and naval vessels and cargoes. The Luftwaffe dominated the scene. Britain still had to play for time and RAF Fighter Command was forced to the decision of husbanding its resources and only committing to battle such fighter numbers as seemed economically reasonable in the difficult circumstances. This deliberate policy had regard for the expected increased rate of production of fighter aircraft and an acceleration in aircrew training which, it was hoped, would offset in time the advantage in men and machines enjoyed by the Luftwaffe.

- (a) "Kanalkampf" (Channel Battle) - aimed at neutralising the English Channel with the sinking of British merchant shipping, attacking of naval ships, bases and other installations and the destroying of any RAF fighters that sought to intervene; and
- (b) "Adler Angriff" (Eagle Attack) - the obliteration of RAF airfields, defences and aircraft factories in a gigantic combined bomber and fighter blitz.

A third step would be the final one - the actual invasion of Britain by the combined forces of the Reich with the Luftwaffe providing the cover.

THE BATTLE OF BRITAIN (Continued)

There were varied types of fighter and bomber aircraft involved but the principal ones were fighters - the German Messerschmitt 109 and 110 and the British Spitfire and Hurricane. All four were first class machines.

Satisfied with the damage done to British shipping, Phase 2 of the German plan, "Eagle Attack" designed to destroy Fighter Command commenced on 13th August.

The German fighter squadrons were located close to the Channel coast and seemed frighteningly near to England but, even with only a narrow Channel to cross, the endurance of the German fighters in relation to fuel capacity was limited and pilots were only able to spend a matter of minutes over England before having to return to their bases. This meant that bombers could only be escorted part of the way to and from their targets.

This suited the RAF's strategy for, while evading fighter warfare to some extent, Fighter Command sent many unescorted German bombers to their doom. The conserving of fighters also resulted in Goering under-estimating the real strength of Fighter Command.

One point worth mentioning is that early in the Battle of Britain RAF fighter squadrons flew in tight "V" formations whereas the Luftwaffe from their experience in the Spanish Civil War flew in more loose formation. This gave more flexibility to the Germans as against Spitfire and Hurricane pilots who, necessarily, had to give too much concentration to avoiding accidents in close formation rather than watching for the enemy. The RAF soon changed to what was called a 4-finger formation which was far more practical.

Two special ways in which Britain had an edge over the Luftwaffe were -

(a) the fact that the principal German secret code had been broken enabling Britain to learn a good deal about German intentions in advance; and

(b) the efficacy of British radar installations sited in many locations in the south-eastern corner of England where much of the air war took place.

Official figures show that, during Phase 1 which lasted five weeks, the RAF lost 150 aircraft shot down, crashed or ditched but the Luftwaffe lost almost double that number at 286. The RAF losses were critical but Goering also had his concern regarding his inability to crush the RAF.

From the start of Phase 2, the Luftwaffe paid unrelenting attention to many English airfields and aircraft factories and after three weeks Fighter Command had reached the point where wastage of fighters was exceeding production while a shortage of skilled and experienced pilots had developed. In those three weeks, the RAF lost 400 aircraft but, again, the Luftwaffe fared much worse losing 670.

It was touch and go for Britain but then came a remarkable decision by the German Supreme Command which, it is considered, turned the scales against Germany. The decision was taken that, as from 7th September, the Luftwaffe would change its strategy of attacking airfields and factories and turn to the bombing of British towns and cities - London in particular. British people suffered. Many thousands of the civilian population were killed or injured and property damage was enormous. The British people, however, had been buoyed by Churchill's rhetoric and the spirit of the nation held high. At the same time, the Luftwaffe was losing aircraft at far too high a rate and, eventually, massed German air attacks had to cease.

The battle really turned on 15th September which was called Battle of Britain Day. On this day, the Luftwaffe was badly mauled losing 60 aircraft.

From the beginning of Phase 1, the total official aircraft losses were RAF 927, Luftwaffe 1,672.

Because of the Luftwaffe's losses and the failure to eliminate the RAF, Hitler was forced to postpone the actual "Sea Lion" invasion date from the original 15th August to 15th September then to 21st September then indefinitely. Some bombing of British cities continued until early in 1941 but did not achieve anything of real significance. In any case, Hitler had by then turned his main attention to Operation Barbarossa - the invasion of Russia.



NOTICES - REPORTS - TRIVIA

MAAA ANNUAL SUBSCRIPTIONS

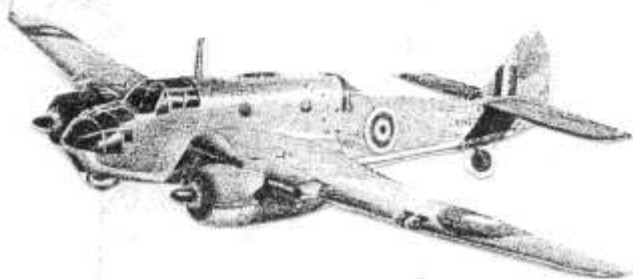
Beaufort reunion

THE RAAF Beaufort Squadrons Association of Australia will hold a reunion hosted by the Queensland branch in Brisbane from 19-25 April 1999. Anyone who had an involvement with or interest in the Beaufort bombers is welcome. For details contact:
Flt Lt John Lemcke DFC MD
17 Webster Dve
Caboolture QLD 4510
Telephone (07) 5435 2024 or
Flg Off Col King
44 Eadstment St
Rainworth QLD 4065
Telephone (07) 3371 2135.

Please Note - Annual subscriptions cover the period from the 1st; of July to the 30th; of June in the succeeding year, but are not due for payment until you receive an account in your August issue of the Bulletin, as they are fixed by the members attending the AGM in August.

PLEASE SEND NO MONEY UNTIL YOU RECEIVE YOUR ACCOUNT FOR THE ANNUAL SUBSCRIPTION IN YOUR AUGUST BULLETIN.

With the exception of Members in arrears of payment of Subscription for the year ended the 30th; June 1999, who will receive an account for payment with this Bulletin. This payment should be paid before the 30th; June 1999 in order to maintain membership and to continue receiving Bulletins.



History of Rosemary

The emblem of Rosemary for remembrance, goes back to the days of early Greece and the Barbarians.

In those days it was used as a type of incense at funerals, as a symbol of fidelity and remembrance. It was also used in various rites, in cooking and perfumes.

When Rosemary is worn on Anzac Day in Honour of the Fallen in war, the gesture has a sacred and solemn background.

The custom was instituted by the Centre of Soldiers Wives and Mothers, which was founded in 1915, a few weeks after the landing at Gallipoli, for the welfare of Soldiers dependents.

REUNION NOTICE

456 Squadron RAAF Mosquito Night Fighter Association.

Will be held in Mildura from Monday - 19th; April '99 and concludes on Thursday the 22nd; April '99, with departures on Friday 23rd; April '99

Program.

Mon 19th; Arrival Welcome 6.30 pm

Tues 20th; A Day on the Murray on Showboat "AVOCA"

Wed 21st; Remembrance Service 10.30 am
Formal Dinner 7.00pm

Thurs; 22nd. Free Day with evening Farewell function.

Frid; 23rd; Departures.

GREAT LOCALE - TREMENDOUS COMPANY TASTY TUCKER And The ODD NOGGIN!!

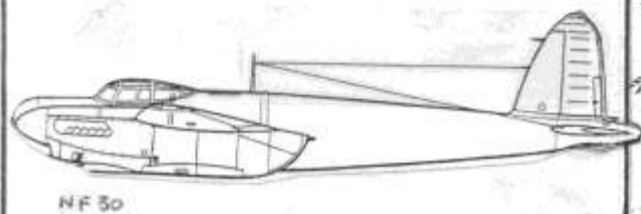
Further Particulars & Registration From Marie Richardson (08)82719165
34 Devonshire St; Hawthorn 5062.

The three biggest lies:

The cheque's in the mail

Of course dear, there is a Tooth Fairy.

I'm from the Government and I'm here to help you.



NF 30



The Mosquito Aircraft Association of Australia

Notice of Annual General Meeting

The Annual General Meeting will be held at the Clayton RSL Club, No.163 Carinish Road, Melbourne on the 27th; of August 1999, commencing at 2.00pm.

BUSINESS.

- 1) Presentation of Annual Reports & Financial Statement.
- 2) To receive and adopt the Reports and Statements.
- 3) To elect Executive and Committee for the year ending 30th; June 2000.
- 4) Fixing of Fees for the ensuing year.
- 3) General Business at the Chair's 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 offices of President, Vice President, Secretary/Treasurer and five Committee men are now opened and close on the 1st;of July 1999.

Nomination forms are available from the Secretary/Treasurer.

Note (c) The Bulletin is pleased to advise that our Patron, Air Vice Marshal J.C. ("Sam") Jordan AO RAAF (Rtd) plans to attend and address the Meeting. For the record, two of his operational flights were flown in A52-600, and his total hours flying in Mosquitos, during and after the war, are 1002, in the Navigators chair. Representatives from the RAAF Museum are also expected to attend.

The retiring Committee members are, M.Ripper (Pres.) K.Johnston (Vice Pres), A.Davies (Sec/Treas), and Committee men J.Burgess, J.Graham, C.Ryan, and R.Skinner.

Notice of Special General Meeting.

By order of the Committee.

To immediately follow on the conclusion of the AGM

Business.

To alter the Constitution.

Clause 5.1

The Committee To change the third last word in the clause ("four") to the word ("six").

Reason for change.

To facilitate the meeting of the required quorum at Committee meetings, spread Association duties over a wider area to improve efficiency.

A MELBOURNE BASED COMMITTEE.

Following a Meeting of the Committee with Melbourne members on the 15th; of February 1999, as signalled in the last Bulletin, three members present expressed their interest to serve on a Melbourne based Committee.

They were prepared to accept nomination, following the opening of nominations for Executive and Committee as advised in this Bulletin.

The attendance at this Meeting, held at the RSL Club, Clayton was twentyone.

With Max Ripper the current President, prepared to serve another term, should no other nomination for that office be forthcoming, and Joe Graham a present Committee man, also prepared to stand again, all others expressing interest are located in Melbourne.

With the three members expressing their interest at the meeting, expressions of interest received beforehand, ensure that nominations tabled at the AGM on the 27th; of August 1999, will result in a Melbourne based Committee of Management, for the year 1999-2000. With A52-600 now Based at the RAAF Museum, Point Cook, the election of this Committee will usher in a new era of this Association.

Thanks are due to the Melbourne Members for their keen interest and readiness to meet the challenge in taking an active part in Association affairs.

Brian and Bill showing good form

Jewel Topsfield meets two men who do good work for other war veterans and their families:

The average Australian is horrified by the idea of filling out forms, particularly government forms, according to World War II veteran BRIAN HALL, of Parkside.

Mr Hall, 80, is also a veteran of filling out forms, after helping more than 6000 veterans and war widows claim pensions from the Veteran Affairs Department.

Last month the department presented him with a certificate of appreciation for his service to the veteran community.

The trickiest part, according to Mr Hall, is gaining people's confidence.

"It's getting worse these days because I am dealing with older people who can't remember what happened in the war 50 years ago," Mr Hall said.

"You have to extract it out of them and confirm that whatever is wrong with them is war related and then write it down in the report."

Mr Hall said the widows of veterans were often unaware they were eligible for a pension because they had married after the war and were only vaguely aware of their former husband's war activities, or the veteran had married two or three times.



Brian Hall (left) and Bill Schmitt hang their certificates of appreciation for services to the community.

Brian has always been "a Busy Boy" with deep commitment to Veteran welfare as an Advocate advising on DVA claims, Legacy, RSL, RAAFA, Chamber of Commerce, 86 Squadron RAAF (his old Squadron based on Merauke), RAAF Airport Commemoration, Masonic Lodges, Probuss Club, Naval, Military and Airforce Club, and many others. Brian has a proud record of executive service on many of his Community interests - and he still soldiers on - YES !! an octogenarian!!! Brian is wed to Shirley - ex WAAF & they are blessed with four Children, Chris, Rob, Kate and Meg and six grandchildren.

Our acknowledgement to Jewel Topsfield

NEWS FLASH

The European Commission has just announced an agreement whereby English will be the official language of the European Union rather than German, which was the other possibility.

As part of the negotiations Her Majesty's Government conceded that English spelling has some room for improvement and has accepted a 5 year phase-in plan that would be known as "Euro-English".

In the first year 's' will replace the soft 'c'. Certainly this will make the sivil servants jump for joy. The hard 'c' will be dropped in favour of the 'k'. This should klear up konfusun and keyboards can have one less letter.

There will be growing publik enthusiasm in the sekond year when the troublesome 'ph' will be replased with the 'f'. This will make words like 'fotograf' 20% shorter.

In the third year publik akseptanse of the new spelling can be expekted to reach the stage where more komplikated changes are possible. Governments will enkourage the removal of double leters which have always ben a deterrent to akurate speling. Also, al wil agre that the horibl mes of the silent 'e' in the languag is disgrasful and it should go away.

By the fourth yer peopl wil be reseptiv to steps such as replasing 'th' with 'z' and 'w' with 'v'.

During ze fifz yer ze unesenary 'o' can be dropd from vords kontaining 'ou' and similiar changes vud of kors be aplid to oze kombinations of letas.

After ziz fifz yer ve vil hav a rall sensibl riten styl. Zer vil be no mor trubl or difikultis and evrivun vil find it ezi tu anderstand ech oza. Ze drem of an united urop vil finali kum tru!

Von Volk! Von Reich!

Brian like a lot of us fell in love with the "MOSSIE" during service with 94 Sqdn; in training stage, in 1945.

A great achievement by Brian is, as Membership Officer for Mitcham Branch of the RAAFA, in the building of membership to 541 - an all time Australian record - plus his work on the Gold Card Campaign. WHAT CAN WE SAY !! WELL DONE hardly fits the case, SO CHEERS FOR YOU BRIAN, in the terms of my last six letter sentence at the foot of this page and I apologise for the spelling !!! and the brevity of this thumb-nail sketch of the man called Brian Ernest Phillips (Frank) Hall OAM.

THE ABC OF IT !!!

The unquestionable grammatical cleverness - Yea - even genius of these 5 easy steps to word construction, makes this little gem well worth trying to read - and believe me it is readable, but not on the first time round, and only after a bit of brain strain.

This great aid to big and better spelling bees has been contributed through - Brian Hall of Adelaide, (see above.)

Brian is a foundation member of this Association, and his contributions to this Bulletin have been most helpful.

TNX BRINE, YR BLUDZ WIRF BOTLN

MEMBERSHIP

Membership now totals 253, of whom 227 are financial members to the 30th; June 1999. The members in arrears will receive a reminder account with this Bulletin. These Subscriptions should be paid before the 30th; of June 1999 to maintain registration and to receive the Bulletin. From experience it is expected that the majority of these arrears will be received prior to due date.

As Membership at the beginning of this financial year had decreased to 244, recruiting of new members, in the main by other members, has been good since the December Bulletin, but as shown above, 26 of these members are still in arrears.

All members can play a part in gaining new members and the wearing of our lapel badge is a great conversation starter, both with friends, relations and strangers, giving you, the member, the opportunity to talk about A52-600 and this Association. If you feel you have a "Bite" let the Secretary know Name and Address of your contact, and pamphlets, Bulletins and an Application for Membership form will be forwarded to the prospect.

New Members.

We warmly welcome the following new members to our ranks, thanking them gratefully for their interest and support.

J.D.Lewis DFC(Des) 7/136 Nellie St; Nundah 4012 ex 571 & 163 Sqdns UK (Nav)

H.A.Nitschke (Hedley) 64 Marlborough St; Malvern 5061

M.K.Howland (Max) 92/139 Moorindil St; Tewantin 4565 - Pilot ex 684 Sqdn
Burma Theatre

J.B.Gardner (Ian) 34 Taronga Rd; Taroona 7053 - ex 82 Sqdn RAF India, Pilot.

L.R Taylor (Laurie) 63 Pultney St; Dandenong 3175 - Fitter IIA No.1 PRU;
and 87 Squadron.

N.L.Eldridge. (Neville) 15 Gamma Cresc; Panorama 50414 - Nav W, 464 Sqdn;

L.J.Phillips. (Les) 182 Morack Rd; Vermont Sth; 3133 - Aircraft enthusiast.

REMEMBER

This REMEMBER section of this Bulletin is no reflection on your memory recall, but rather a "Stand Out" reminder of some matters of important nature.

REMEMBER the date of the Annual Meeting - Friday the 27/8/99 at the RSL Club, 163 Carinish Rd; Clayton, Melbourne, commencing at 2.00 pm. Clayton Railway Station is only 2 minutes walk from the RSL Club. Melbourne Members please diarize this event and do your best to attend.

REMEMBER, Members are requested NOT to send in subscriptions for the year ending 30th; June 2000 - until an account for payment is received in your AUGUST Bulletin.

The 26 Members in arrears of Subscription, please REMEMBER to slip your payment in the envelope enclosed in this Bulletin and post before the 30th; of June 1999.


All Members please REMEMBER you can help your Bulletin editor greatly by providing material covering jokes, personal experiences, both war time and in Civvie Street and other matters you feel will be of interest to our Members.

REMEMBER the value of wearing your "Mossie" badge, as you will see under "Membership" above, that this attractive lapel pin, when worn, has proved without doubt, to have been the initial cause of many applications for membership, by simply prompting a conversation.

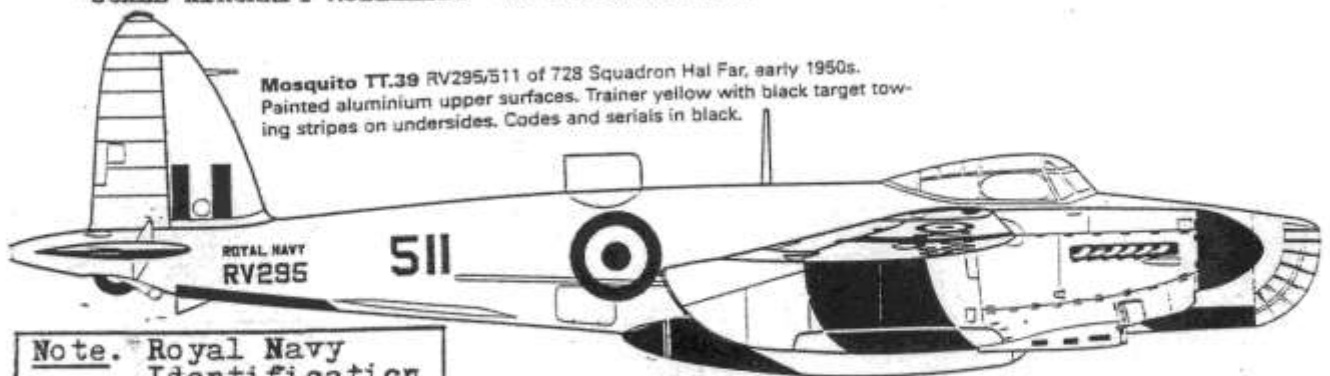
Mosquito A52-600 Project Update

Since the last newsletter, the RAAF Museum has made considerable progress towards beginning the restoration of A52-600. Of course, this project has had to squeeze in between other museum activities, including opening a new display hangar to house the Boston bomber, and also preparations for the Avalon airshow, but we are very close to commencing the cataloguing of Mosquito components.

Over the course of the last three months, David Gardner and FLTLT Tim Hicks have been liaising to transport the last Mosquito components and woodworking machinery from RAAF Richmond, and this has now occurred. We can now say that all Mosquito project equipment and stores have now been relocated to the Museum. Hangar 178 has been fully fitted with racking to hold all Mosquito project items, and a temporary office is soon to be installed in the hangar. At present we have a number of volunteers from both the Mosquito Association and the Friends of the RAAF Museum. However, if any members want to be involved in this project, they can contact Pilot Officer Brad Owen (03 9256 1300) at the Museum to add their name to the list.


BRAD OWEN
PLTOFF
VOLUNTEER COORDINATOR
RAAF MUSEUM

The editor thanks "GUIDE LINE PUBLICATIONS UK" and David Howley, Publishers and artist for their consent to us to feature excerpts from "SCALE AIRCRAFT MODELLING" in our Bulletin.



Mosquito TT.39 RV295/511 of 728 Squadron Hal Far, early 1950s.
Painted aluminium upper surfaces. Trainer yellow with black target towing stripes on undersides. Codes and serials in black.

Note. Royal Navy Identification.

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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