

The Mosquito Aircraft Association of Australia

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

BULLETIN - No 22 - AUGUST - 1999



A52-600-Photograph taken on the 4th: August 1945 at Moratai staging through to Labuan Island, Borneo, on detachment from No.87 PR Squadron, based at Coomalie Creek N.T; to First Tactical Air Force RAAF. Eleven operations over Borneo were completed in 10 days, flown in the two Mosquitoes on the detachment, A52-604 and A52-600.

A 52-600 AND THE ASSOCIATION

The print of A52-600 above is my favourite and was featured on the cover of our first Bulletin, seven years ago. It is perhaps fitting that it appears here again in Bulletin No. 22, heralding my retirement as Secretary/Treasurer of this Association.

PO John Reynolds (my Navigator) and I first flew A52-600 on the 8/5/45 and when hostilities ceased on the 15/8/45, we had flown this aircraft on 15 occasions, including five of our seventeen operations. Thus began on No.87 PR Squadron an overwhelming interest in the fortunes of A52-600, which carried through to seventeen years in civvie street from 1982, when I first discovered that A52-600 was a survivor as the only PR Mk XVI Mosquito left in the world, and as far as is known as the only Mosquito left, having a record of operational flying in WW2.

David Vincent of Adelaide, in his book "Mosquito Monograph" traced the history of all RAAF Squadrons that flew Mosquitoes in WW2. In a closing chapter of the book, under a photograph of A52-600, he states, - "This crew flew A52-600 on more occasions than anyone else" - Just imagine Johns' and my surprise, with perhaps a tinge of satisfaction, to be that aircrew, sharing an interesting Squadron statistic with our favourite aircraft.

With VP Day behind us I regretfully left the Squadron in October '45 and was discharged in that month. With the rigours and confusions of return to civvie street I completely lost touch with my past of five years flying with the RAAF.

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

It was therefore a great and pleasant surprise to learn in 1982 that A52-600 was alive, but not particularly well. Later I visited Dr. Vin Thomas in Albury, where, in a syndicate of three, he had the aircraft stored under cover at Wodonga. In 1987 the Albury syndicate negotiated an exchange deal with the RAAF and A52-600 was again taken on strength of the Air Force at the RAAF Museum, Point Cook, Victoria.

From that time I became active, somewhat of a one man band I guess, in attempts to facilitate the restoration of A52-600 and continued in that role through the transfer of the aircraft to RAAF Base Richmond, NSW at 503 Wing (then 2AD) in 1989 for assessment.

In 1991 the RAAF's 70th; Anniversary was celebrated and the RAAF arranged for John and me to be present at Richmond, where an exhibit of A52-600 created great public interest. Many questions were asked, for some of which I must admit, we had forgotten the answers.

The public interest in A52-600 at this display and the enthusiasm of Service and civilian volunteers working on the restoration, influenced me to found this Association, together with our Patron, AVM J.C. ("Sam") Jordan AO RAAF(Rtd). "Sam" and I served together on No.87 PR Squadron, and he continued flying in Mosquitos as navigator in peace time, logging 1002 hours 20 minutes on Mosquitos, becoming Assistant Chief of the Defence Force Staff before his retirement on the 6th; July 1979.

And so this Association came into being at Traralgon, Victoria on the 21/7/92, with foundation members numbering forty. Now seven years on, membership now totals 236 from all over Australia and New Zealand. We have strong affiliations with organisations, here and overseas, having common interests. One of our main functions is to be a support group to the Service and civilian volunteers, who will always be the mainstay of the physical side of the restoration.

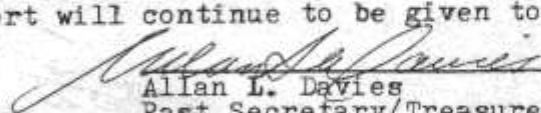
The Association has been instrumental in keeping this restoration well in the public eye through a helpful media and word of mouth, through our widespread membership. Members and friends have made it possible to provide significant funds towards restoration costs and have been helpful to the RAAF in the setting up and manning of exhibits. Their spontaneous enthusiasm, moral and financial support and willing volunteer work on the restoration has been greatly appreciated.

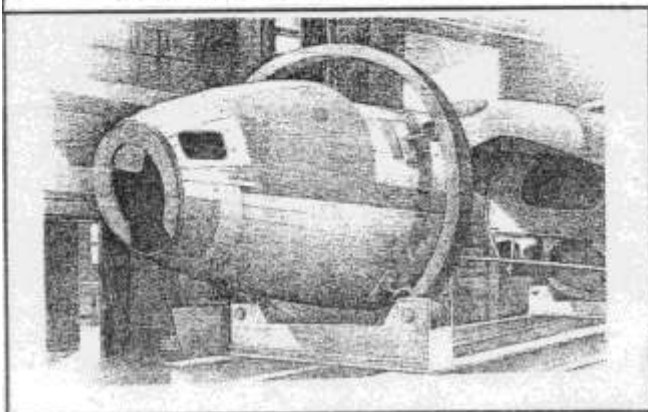
With the transfer of A52-600 to the RAAF Museum at Point Cook Vic; it became obvious that a Melbourne based Committee would be of great benefit to the Association and the restoration project. Accordingly a meeting of the Committee with Melbourne based members, on the 15th; of February 1999, resulted in sufficient Melbourne members, together with two Gippsland members, expressing interest to serve on a Melbourne based Committee, to ensure that such a Committee could be elected at the AGM held on the 27th; of August 1999.

So with A52-600 now located at the RAAF Museum, under the care of the Chief Curator, David Gardner and project manager GRPCPT Ron Gretton and a Melbourne based Committee now managing the Association affairs, a new and exciting era in this restoration saga is now opening to us all.

All the members of your previous Gippsland based Committees (now retired) originally formed in Traralgon in 1992, thank you, the members and friends for your encouragement, support, and welcome donations, which have all been so generously given to the cause during our terms in office.

Your contributions to the restoration of A52-600 have been most heartening and we are sure your full support will continue to be given to the newly elected Melbourne based Committee.


Allan L. Davies
Past Secretary/Treasurer



A beautiful sketch by Richmond volunteer William Wells of A52-600 secure in her roll over stand

NOTICES ETC.

THE AARHUS UNIVERSITY RAID.



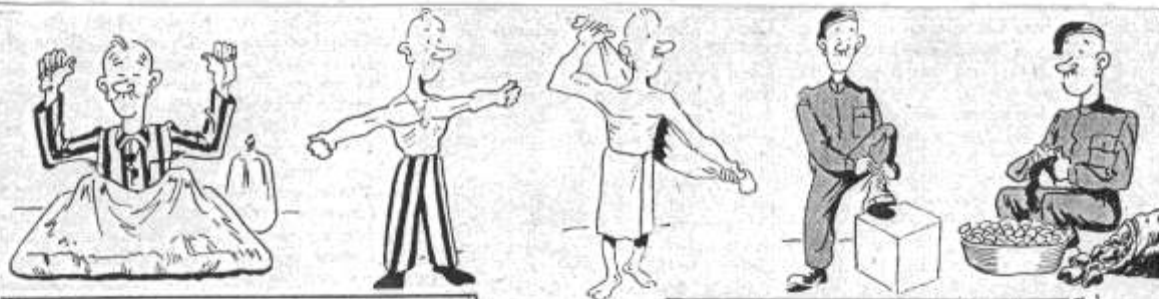
This painting has been published as a Limited Edition print of only 500 copies, each personally autographed by three ex-464 Sqn aircrew who took part in this operation, Roy Johnston, Ern Dunkley and Peter Lake.

This print has been published to aid the Mosquito Association and a donation from each print sold will be made to MAAA. Each print will issue with a Certificate of Authenticity.

Max Ordinall, the artist is a young man of artistic

talent, and is a member of this Association.

For enquiries write to Max Ordinall, PO Box 365, Kiama NSW, 2533 or telephone/fax (02) 4296 2643.



KEEPING FIT FOR DUTY

A. C. WON - By Gil Brown

ANNUAL SUBSCRIPTION & NOW DUE

At the recent AGM, the members fixed this fee at \$20.00 for the year ending 30/6/2000. Your early remittance will greatly assist your new Secretary/Treasurer.

Should you wish to make a donation to the A52-600 Restoration Fund, provision is made in the account beneath to include the donation with your payment of Annual Subscription.

Please complete the detail beneath and return to the secretary with your payment at the new address shown beneath.

I NAME Please Print ----- PHONE NUMBER -----

of ADDRESS Please Print -----

enclose Annual Subscription of \$20.00 for the year ending 30/6/2000

All Donors will receive a receipt, other members requiring a receipt should "X" the square beneath. Donations of \$2 and over are acceptable tax deductions.

Annual Subscription
Donation to A52-600
Restoration Fund

\$ 20.00

\$

**THE MOSQUITO AIRCRAFT
ASSOCIATION OF AUSTRALIA
32 CLARKE CRESCENT
WANTIRNA SOUTH 3152**

" THE GESTAPO HUNTERS " A new book release through "BANNER BOOKS", by joint authors, Group Captain M.R.Lax and Prof. L.Kane-Maguire, both members of this Association, will be of great interest to many of our members, particularly ex-members of No 464 Squadron(RAAF).

The editor is advised that those ex-members of 464 Squadron who have read it "are delighted with the outcome".

Amongst the Books' highlights is fine detail of the famed low level Mosquito raids on Gestapo HQ in Denmark at Aarhus, Copenhagen and Odense.

Price is \$40 incl. p & p, contains 320 pages in hardback with over 100 photos.

Order from "BANNER BOOKS" 122 Walker St; Maryborough Qld; 4650 - 07-41230255 or

from the Author, GRPCPT M.R.Lax, 14 McNamara Ave; RAAF Base Richmond, NSW 2755 - 02-45886121.

THE GESTAPO HUNTERS



464 SQUADRON RAAF
—1942-45—



MARK LAX AND LEON KANE-MAGUIRE

VALE - Kenneth Henry (Ken) Champion
10/1/1999

Ken's passing is recorded sadly and our deep sympathy is extended to his family and friends. Ken will be missed particularly by fellow ex-members of No. 1 Mosquito Attack Squadron with whom he served in Borneo. He was an early member of this Association, joining on the 21/8/1992.

As a young man Ken excelled in the sporting field in both Australian Rules with Subiaco WA and Tennis at State level.

Ken is survived by four children, (two girls and two boys) and eleven grandchildren. With long service in the Banking profession, Ken retired from the National Bank of Australia NSW, as the State Auditor.

Positive Thinking

If you think you are beaten, you are,	classed, you are,
If you think you dare not, you don't	You've got to think high to rise,
If you'd like to win, but you think you can't	You've got to be sure of yourself before
It's almost a cinch that you won't	You can ever win a prize.
If you think you'll lose, you're lost,	Life's battle doesn't always go
For out of this world we find	To the swifter or faster man,
Success begins with a fellow's will,	But sooner or later the one who wins
It's all in the state of mind.	Is the man who thinks he can.
If you think you're out-	Author unknown

Your Fee is paid, You're feeling fine,
Your Treasurer says "GREAT",
That's one less entry to complete
His Annual Pet Hate.

So Scissors out and snip this off,
Fill in and mail post haste,
Your cheque pop in the envelope,
It sure won't go to waste.

The restoration marches on,
Our funds aiding the Kitty,
We're in the black and through your aid
We're really sitting pretty.

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.

CONGRATULATIONS—To the New Committee, following their election as the foundation members of the Melbourne based Committee, with best wishes from our membership for their terms in office.

With A52-600 now domiciled at the RAAF Museum, a new and promising stage has been reached for this project. The basing of this Committee in Melbourne is a bold step forward towards expediting the completion of A 52-600's restoration.

The Retired Committee gratefully thanks all Association members for their willing and generous support, in the founding of this body in 1992 and over the past seven years. Without your keen interest and full cooperation, the Association could not adequately have played its part to supply a support group for this restoration, and to the band of dedicated Servicemen and civilians, in their efforts in progressing this restoration.

Now Members, we introduce you to the New Committee.

President. Maxwell Norman (Max) Ripper. A retired farmer and Foundation President of MAAA. ex Cpl. Engine maintenance No.1 Sqdn. (Mosquitoes) Borneo & No.77 Sqdn. (Mustangs) Japan. Widowed, Max is blessed with 6 children & 16 Grandchildren. Max plays bowls & is active in Legacy, RSL, football admin; Probus, Mountain Cattleman Assoc; and 20 years in local government service.

Vice President. Roy Urand. is married with grown up daughter and son Wayne, currently serving in the RAN & also a member of MAAA. Roy joined us way back in August 1992. He is a Diesel Fitter Mechanic & has built and flown a seven foot wingspan model Mosquito, collects Mosquito books and Videos & restores Mini Leyland cars. Roy is looking forward to working on the A52-600 restoration team

Secretary/Treasurer. Robert (Bob) Stevens. is married with 4 children, aged 21, 19, 16 & 14. He is a Computer Consultant/Business Systems Analyst with a lifelong interest in aircraft and has had civil flying experience. Bob enjoys reading, computer programming and all family activities.

Committee. Joseph Hugh (Joe) Graham. is widowed with a close knit family of 4 children and 4 grandchildren. Joe retired as a heavy equipment supervisor. He served in the Royal Navy in WW2 on LCI's (Landing Craft Infantry) and on Escort Carriers as a Seaman. Joe is active in Legacy, RSL, Lodge & Probus & enjoys Gardening & a game of Golf. He is a past Committee member.

Alan Leigh Middleton OAM. Alan served in WW2 with 94 Sqdn; as a Nav W on Mosquitoes and continued flying after the war in light aircraft. He is married with 3 children and 3 grandchildren and practised as a Chartered Accountant until retirement. He joined MAAA in October 1992.

Leslie James (Les) Phillips. is married with 3 children & 3 grandchildren & is a retired Printing Engineer. His main pastime is spent building and running model steam locomotives.

Phillip Frederick (Phil) Spielvogel. is married with one son and is a Grazier at Upper Morrison. He served with the RAAF as a photographer in the Photo Section of No. 87PR Squadron in WW2. He is a member of the Friends of the RAAF Museum and is an Aviation enthusiast. He is also a great judge of colour - but that is another story. He joined MAAA in October 1992.

Reginald Arthur (Reg) Spooner. is married with 3 sons, 2 Granddaughters and 5 grandsons. He is a self-employed Mechanical Engineer and served with No.1 Mosquito Sqdn; as a sergeant instrument maker in Borneo in WW2. Reg's hobbies include Toy making, gardening and picture framing.

Stuart Howe the Author of several well illustrated books on the de Havilland Mosquito is now researching for his next book which will have a strong content of Australian built and flown Mosquitoes - both military and civil. Stuart is seeking photographs of "Mossies" in whatever state or form, especially information and photos of civil registered Mosquitoes. All photos and other detail will be returned safely.

Stuarts' address is 25a Marlborough Ave; Edgware, Middlesex HA8 8UH England.

This notice will have particular appeal to ex-personnel of No.87 PR Squadron and in peace time, Survey Flight, Survey Squadron and 87 Survey Squadron in general and to member W.D.Morrison in particular.

IMPORTANT ANNOUNCEMENT.

Following a joint reciprocal Membership arrangement between this Association & the "Friends of the RAAF Museum" our Volunteer workers on the restoration will be covered under the RAAF Museums' liability Insurance cover, in the event of accident.

It is a FIRM REQUIREMENT THAT ALL SUCH VOLUNTEERS MUST "SIGN ON" BEFORE ANY WORK IS COMMENCED EACH TIME SUCH WORK IS UNDERTAKEN.

THE BRISTOL BLENHEIM Mk IV

Flown in Iraq in 1942 by two newly formed Squadrons, No. 52 Squadron RAF, and No. 454 Squadron RAAF.

MOSUL

26 WINGS December 15, 1945

FIVE RAAF PILOTS IN IRAQ, 1941

Do you remember a campaign fought with Oxfords, Audaxs, Demons, Gladiators, and Valentias? That was the little Iraq War of May 1941, and five RAAF helped.

ON May 1, 1941, RAF Station Habbaniya was in a pretty grim predicament. It is a lonely outpost in the middle of sweet dam-all except for the Euphrates, which passes close by. It was, at the time No 4 FTS, RAF, and comprised an area of a few square miles surrounded by a hefty fence.

Within the perimeter was an assortment of very fine buildings, hangars, and swimming pools, which go to make up a peacetime RAF Station.

At that time the aircraft being used in training consisted of an assortment of Oxfords, Audaxs, Demons and Fairey Gordons, while an understrength squadron of Gladiators was stationed there "just in case." Apart from these aircraft and a detachment of Iraqi Levies, the station was defenceless.

On May 1 the AOC received an ultimatum from Raschid Ali who, in cohorts with Hitler, had that day usurped the Regent and appointed himself dictator of Iraq. Under the pretext of carrying out yearly manoeuvres, the Iraqi army (equipped with British 25-pounders, armoured cars, mortars, machineguns, and with mechanised troops), had taken up positions on the escarpment overlooking Habbaniya. The Iraqis had dug in and covered the airfield and stations with all their weapons.

They gave the AOC 24 hours to surrender "or else." That was just long enough for the Air Force to get weaving. All aircraft (which were in the hangars) were immediately bombed-up.

Eight 20-pounders and a free VGO gun were mounted on the Oxfords, two 250s were loaded on the SE kites.

Meanwhile, the AOC had wangled

permission from the enemy to allow one aircraft to take off in order that he may see that they were not just bluffing.

That one Oxford took an aerial camera with it, and with a LAC pupil pilot acting as observer, took a perfect mosaic of the enemy's positions.

Within five minutes of the expiration of the ultimatum the RAF was ready. All aircraft were operational and all

By "RAAF VETERAN"

pilots genned up on the location of enemy gun positions which the photographs had shown.

The kites were started and the hangars opened, and as quickly as they could, every aircraft took off straight from the hangars. . . . The day passed with pilots, maintenance personnel and armourers working as they had never done before, and by nightfall all the Iraq gun positions had been knocked out.

From then on things went fairly smoothly. Habbaniya was still under sniping fire but our aircraft had smashed some of the enemy supply columns and Raschid and his boys were forced to retire with what remained of their equipment.

Then five RAAF EATS pilots freshly arrived in Middle East, turned up—flown in by Vickers Valentia to replace some of the RAF pilots who had been killed or wounded.

They arrived on May 5, just in time to be welcomed by the Luftwaffe, which had put in a rather belated appearance.

The Huns, who up till now had only participated as army advisers, now as-

sisted the Iraqis materially with one squadron of Heinkel IIIs, another squadron of ME110s, and another of CR42s.

These, with the support of the Iraqi Air Force, consisting of assorted Audaxs and Demons, now did their best to knock out Habbaniya.

They were very nearly successful too, and in the absence of any early warning facilities the station fared badly for awhile.

Fortunately, however, the Gladiator boys did a really wonderful job against odds and some Blenheims and a few Hurricanes flown up from Egypt, caught a number of Hun machines on the ground at their bases.

The Gladiators alone, shot down about ten Boches, and on one occasion two of them orbited over the ME base at Baghdad while two 110s came up. The Glads promptly shot down both aircraft without any damage to themselves.

After the initial attacks on the dug-in positions on the escarpment the aircraft of "Habbaniya Air Striking Force" were organised into a very efficient close-support formation.

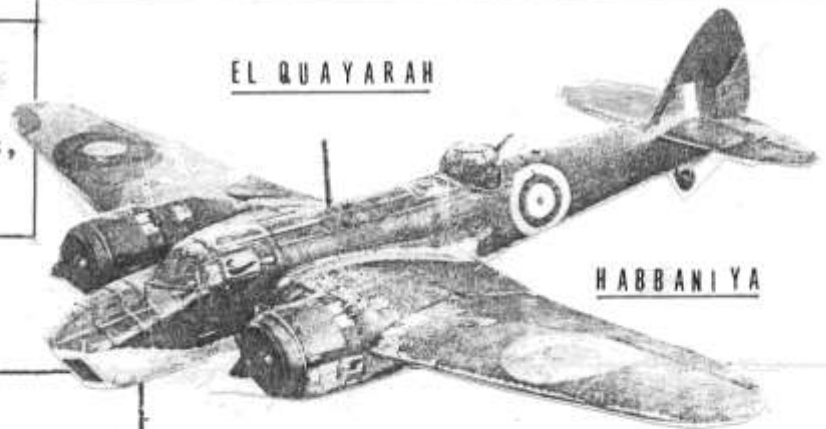
A battalion of infantry had been hurried over from Transjordan and this, with the Iraqi Levies, comprised the "Army" which eventually occupied Baghdad and established order.

Oxfords operated in "boxes" and pattern-bombed concentrations of troops and dispersed aircraft with telling results.

Demons and Gordons dive-bombed pinpoint targets, while a recce flight of Oxfords sought out and harassed stray parties of the enemy which were dispersed in the surrounding desert.

The taking of Felluja en route to Baghdad by troops landed in the rear by Bristol Bombays and Valentias, while the army made a frontal attack

EL QUAYARAH



HABBANIYA

This is a little known story of an isolated campaign at an "Outpost of Empire" on RAF Base at Habbaniya in Iraq. At least two of our Members were briefly based and flew from that Base in 1942,—namely Dudley Bond of Adelaide with 52 Squadron RAF and yours truly with 52 Squadron RAF and in the early formative days, on 454 Squadron RAAF, on Bristol Blenheim light bombers.

The stirring efforts of staff and trainee aircrew in beating off the Iraqi offensive, flying training aircraft in the main, well deserves special mention. *Ed.*

supported by the "airborne artillery," was a model operation even by later standards and paved the way to the ultimate defeat of the rebels.

Some outstanding feats of bravery were carried out by the defenders of Habbaniya, the following account being probably the most spectacular.

The strike aircraft were flown by the school staff instructors, and on this particular occasion an Oxford was piloted by a WO, assisted by a LAC pupil as observer and a LAC-Ground-Gunner (a RAF mustering) in the turret.

While attacking a gun position near Ramadi the WO was killed by a bullet.

The observer righted the aircraft, while the gunner pulled the dead pilot off the controls and placed him in the rear of the aircraft.

Then the two LACs had a discussion in which the trainee doubted whether he could land an Oxford, as he was under training as a single-engined pilot and had never before handled a twin.

The gunner was made of sterner stuff, however, and although he had never before flown an aircraft, he took over and brought the Oxford back to the airfield.

He made one approach and overshot, so went around again. His second attempt was successful, and he executed a perfect landing.

His attempts to taxi were fruitless, though, and he turned a series of circles until he gave up in disgust and left the machine in the middle of the field.

For this exploit he was given the immediate award of the DFM, which is the only case in the knowledge of the author where an airman of ground staff mustering and not receiving flying pay has won this decoration.

And so the defenders of Habbaniya came out on top and the rebellion ended 28 days after it began.

OTU de luxe

The Australians did nothing spectacular. They operated with the rest and averaged about 20 sorties each toward the good cause.

It took the place of an OTU, for most of them, and lessons they learnt in Iraq were put to good account later in the Western Desert.

A parody was written on this campaign during the siege, and while most of it is not printable, the last verse will serve to finish off this story.

I suppose that you think me a bore, laddie,

I know that you think I'm a fool. But if you take on a country at war, laddie,

Please don't take it on with a school.

IMPORTANT MEMO TO ALL MEMBERS - With the election of the Executive at the AGM in August 1999, all Association affairs will be conducted from Melbourne by the new Committee.

PLEASE NOTE

ALL ENQUIRIES, PAYMENTS OF SUBSCRIPTIONS AND DONATIONS AND INTRODUCTIONS OF POSSIBLE NEW MEMBERS, SHOULD NOW BE MADE TO :

R. STEVENS
SECRETARY
32 CLARKE CRESCENT
WANTIRNA SOUTH, VIC: 3152

Tel: (H) 03 98004364 and (B) 03 97036039

Elementary my dear Watson

Sherlock Holmes and Dr. Watson went on a camping trip. As they lay down for the night, Holmes said: "Watson, look up in the sky and tell me what you see."

Watson replied: "I see millions and millions of stars."

Holmes: "And what does that tell you?"

Watson: "Astronomically, it tells me there are millions of galaxies and potentially, billions of planets. Theologically, it tells me that God is great and we are small. Meteorologically, it tells me that we will have a beautiful day tomorrow. What does it tell you?"

Holmes replied: "Watson you numbskull, somebody has stolen our tent."

The letter underneath is from Gene Lunsford of 59 Richardson St; Edge Hill 4870, who is a member of the Association.

You will note he is seeking help for a group interested in the restoration of "TACON Equipment", which appears to be of American origin. If anyone out there knows "What in the Heck" "TACON Equipment" is, please contact Gene direct with your advice and offer to assist in this task if at all possible.

From Gene's letter the "TACON" would appear to be associated with the X Qantas Super Connie. Ed.

Dear Allan,

Just a quick note to let you know that I have a new mailing address, 59 Richardson St., Edge Hill, Qld., 4870.

My son and I have been up to visit the NQLD War Birds Ass. in Mareeba, small but enjoyable group.

While in Sydney the X-Qantas Super Connie was on display and I spoke with one of the ass. members regarding their Tacan equipment, which they would like to have restored, although I had worked on it while in the U. S. Air Force I couldn't be of much help to them up here, is there anyone in the ass. that has experience on Tacan as they could use the help, strictly on the cheap of course. I have been unable to find the card with the fellow's name but if anyone can help I don't think it would take long to find out who was asking.

Must run, looking forward to next issue.

gene

G. Lunsford
59 Richardson St;
Edge Hill 4870

Probably the most valuable single weapon in the Allied armory today is the Mosquito. . . . The First Australian Mosquito Squadron is now fighting as a night intruder and long range daylight fighter unit in the United Kingdom.

WINGS
22/6/43



"What do you most want to get out of your new car?" the car salesman asked the prospective buyer's family. "Good looks," said the college daughter. "Dependability," replied Mum. "My teenage son," was Dad's answer.

The Mosquito Aircraft Association of Australia

Consolidated Annual Report for the period ending the 30th of June 1999,
 tabled on the 27th of August 1999.

Membership. Twelve new members were admitted in the past year, being a slight improvement on the admissions of the previous year. Should the proposed move of the Committee to the Melbourne environs become a reality, the scope to canvass for membership would undoubtedly be enlarged.

With natural attrition, serious illness and lapses a fact of life, our membership, like last year has decreased slightly. This is also partly due to the slowing down of restoration activity which has limited frequent media releases.

Membership as at the 1st of July 1998	243
New Members enrolled	12
Lapsed Membership recovered	1
Known Deaths	4
Resignations	2
Unfinancial Members at 30/6/99	20
	230
Add back for deceased or resigned members paid to 30/6/99	1
Financial Members as per Members Register as at the 30/6/99	231
Add Non paying Junior Members	1
Total Membership as at 30/6/99	236

The Restoration. Following the safe transit per Hercules air lift to the RAAF Museum at Point Cook, A52-600's fuselage, other sections and the many parts are now stored at the Museum in hangar 178, pending a full inventory being catalogued. A number of our members residing in Melbourne and members of The Friends of the RAAF Museum have indicated their willingness to work on this inventory and later on the restoration.

A big plus is the transfer of woodworking machinery from RAAF Base Richmond to the RAAF Museum and this acquisition will permit the completion of the woodwork "in house". There will undoubtedly be a place for qualified volunteers, with experience in wooden aircraft construction when this phase of the restoration recommences.

David Gardner the Senior Curator of the RAAF Museum considers that 90% of the components needed for this restoration are in store or readily available, which is indeed a most unusual and happy state for a vintage aircraft restoration.

At the AGM last year the then Commanding Officer of the RAAF Museum, SQUIDDR G. Westley said "Chief of Air Force Advisory Committee (CAFAC) agreed that the Museum should undertake only one major restoration at a time with a number of smaller projects being progressed simultaneously after the existing restoration program is complete. The Mosquito restoration project will recommence on completion of the Supermarine Walrus project".

In the meantime, work will continue on the inventory and hopefully some outside contract works on A52-600 commenced. It would appear that the completion date of the Walrus has been reset to mid 2000. To say the least this hiatus in the recommencement of this restoration will be most disappointing to our members. However the stated policy of the RAAF to undertake only one such restoration at a time, has now set a very real first priority for the A52-600 project upon completion of the Walrus Restoration.

This Report gratefully honours the following Donors made by both Members and Friends to the A52-600 Restoration Fund, totalling \$2423 in the year under review.

Luane Maguire, R. Vassie, S. Slatter, R. Bates, A. Cogan, J. B. Henderson, W. E. Fortty, N. C. Amos, W. H. Hitz, P. Spielvogel, L. A. Williams, H. F. Davies, H. R. Bonython, H. G. Hobson, G. G. Rowell, J. Granger, R. Ellemor, E. Dunkley, D. A. Harris, G. Gray, A. M. Baeer, R. Langsford, G. Bartlett, A. A. Taylor, K. Muller, R. S. Tibbitt, G. C. Rees, A. E. Flinders, M. C. Williams, L. C. Whaley, R. L. Mackay, N. R. Sparrow, R. Vidler, R. Spooner, D. H. Knight, C. Smith, C. J. Cook, C. H. Garrett, R. Templeton, J. Kenny, K. Chew, L. Hindley, A. J. Phillips, B. J. Morgan, Mrs. J. Hopkins, R. Garg, G. V. Lumsden, M. Williams, A. Bayles, W. Sant, R. C. Goldsilver, V. N. Cramer, R. Franklin, P. J. Howe, M. Ripper, C. A. Wall, R. G. Hunt, L. Collins, B. Filley, D. Jacob, G. Watson, K. H. Reuter, W. D. Ephgrave, M. Hawkins, R. J. Longworth, J. C. Jordan, G. C. Wilson, L. Grant, A. Wilkinson, C. J. Cousins, J. Pease, V. H. Thomas, C. V. Scott, C. A. Patchine, E. Platt, R. A. Strange, N. Petschel, C. J. Hargrave, R. A. Stoner, H. A. Deane, L. P. Bond, L. Jobb, A. Middleton, J. S. Reynolds, R. Cowper, S. Fitzgerald, P. Jones, F. M. Griggs, B. Arms, S. Battello, R. J. Skinner, J. B. Gardner, A. Holtham, H. Howard, J. P. Dempster, L. Taylor, L. R. Taylor, L. R. Lambie, L. L. Robinson, L. Bechaz, R. Green, M. Shaw, F. Read, K. Kerr, D. Avery, G. Palmer, L. Lambie, A. Alcock

Finance. Members continue to show their strong support to the Restoration and the Association by the high rate of membership renewals, unsolicited donations and willingness to volunteer for hands on commitment to the restoration process where distance permits.

Although interest rates remain low, as funds grow, the Committee may well invest in the near future in a short term Bank Deposit.

Annual Subscription. The retiring Committee recommends that fees remain unchanged.

The Bulletin. Three issues of the Bulletin in the year have been made. Members are asked to submit material to the Bulletin, so that matters of interest and appeal may continue to be printed. Photographs, memorabilia etc; tend to flesh out a story and will be returned on request. With the December issue a new editor will "drive the desk". The "old" editor thanks contributors and other members for their visits, letters, telephone calls and general interest, which have all combined to make the task a very happy one.

Public Relations. With a long "marking time" spell from the packing up of the A52-600 bits and pieces at 503 Wing, the air freight to Point Cook to a new workshop in hangar 178 at the RAAF Museum and the commencement of an inventory, the restoration completely halted. Consequently with little to "public relate" apart from the move of the aircraft, which had good coverage, we were lucky to get the following support.

We thank Australian Aviation through David Prosser's "War Birds", "Wings" The RAAF Association and Latrobe Valley Express.

The Committee. Six Meetings have been held, five in Traralgon and one in Melbourne, which Melbourne members were invited to attend. This meeting was well attended by 6 Committeemen and 15 Melbourne based members.

This Meeting was the culmination of efforts by your Committee in sponsoring the foundation of a Committee base in Melbourne (as indicated in the last Annual Report) to better service the restoration and advance the Associations affairs, now the project will proceed under the control of the RAAF Museum at Point Cook.

The Meeting produced expressions of interest from sufficient numbers present, which with earlier support, ensured that nominations could be expected from Melbourne based and Traralgon based members being lodged towards the founding of a Melbourne based Committee.

Also, on the 14/10/98 four members of the Committee and several Melbourne members attended a meeting at Point Cook. The address given by Mr. David Gardner the Chief Curator, outlined concisely the procedures necessary to

ANNUAL STATEMENT OF ACCOUNTS AS AT THE 30th: JUNE 1999.

Expenditure.	Administration Account.	Income.
Postages	Joining Fees 11 @ \$10	\$ 110.00
Govt. Bank Charges	1 @ N/C	
PR Advertising	12	
Office Requisites		
AGM Expense	Subscriptions	
AGM Advertising	230 @ \$20	\$4600
Photo Copying	2 @ half cost	20
Telephone	1 @ \$40	40
Membership Fee	3 Junior @ N/C	-
Printing & Stationery	236 as per Register	
A52-600-Petty Cost	Bank Interest	13.06
Melbourne Meeting Expense	Lapsed Subscriptions	
Balance trsd to	Recovered	80.00
Operating Reserve	Badge Sales	\$60.00
	Less Cost of Sales	28.56
		\$ 31.44
		\$ 4894.50

Balance C/D	Operating Reserve.	\$ 5048.33
	Balance B/F	2763.04
	Trsfr ex Admin A/C	
		\$ 7811.37
	Balance C/F	\$ 7811.37

Balance C/D	Restoration Fund.	\$ 3492.00
	Balance B/F	2423.00
	Donations Received	
		\$ 5915.00
	Balance C/F	\$ 5915.00

Balance B/F	Bank of Melbourne Operating Account.	\$ 2040.06
Deposits	Payments	13507.82
	Balance C/D	
		\$15547.88
Balance C/D		\$13507.82

Balance Sheet as at the 30th: June 1999	
Assets	Liabilities
Bank of Melbourne	Operating Reserve
Petty Cash	A52-600 Restoration Fund.
Badge Stocks	Advance Subscriptions
	Advance Joining Fee
\$13507.82	\$13836.37
100.00	
228.55	
\$13836.37	

Bank Reconciliation 30th: June 1999.	
Balance as per Bank Statement	\$ 13507.82
Balance as per Cash Book	\$ 13507.82

bring A52-600 back to restoration state. The first stage was the completion of an inventory and quality check, for which volunteers were being sought. GRPCPT R. Grettton will head the completion of the A52-600 project upon the completion of the Supermarine Walrus under his control.

The Retiring Executive and Committee. Hon Sec/Treas. President. Max Ripper Vice President. Ken Johnston Allan Davies. Committee. John Burgess, Joe Graham, Col Ryan, Ron Skinner.

MOSQUITO PROJECT UPDATE

Presently, with the completion date for the Walrus restoration sliding to mid-2000, the beginning of the cataloguing of Mosquito components and materials is yet to commence. We have a reasonable base of volunteers to begin with, however, any other helpers will be greatly appreciated once this activity begins. Of course, if you are in the Melbourne area and want to be involved sooner, please come to the Museum and enquire about work on the Walrus project, as the more help we receive there, the quicker it will be finished, with the result that the Mosquito will begin sooner. Hangar 178 at Point Cook has been finally cleared of excess aircraft with the opening of the Boston display hangar, and we are ready for cataloguing to proceed in the new financial year after some staff training in project supervision.

Once again, if you are able to assist in this project, or you know of anyone who will be able to be of help, please contact either the Senior Curator, Mr David Gardner, or the Mosquito Project Liason, PLTOFF Brad Owen on (03) 9256 1300, or write to the RAAF Museum, RAAF Williams, Point Cook, Vic 3027.

B.A. OWEN
PLTOFF
RAAF Museum

AUDITOR'S STATEMENT

The accounts of the Mosquito Aircraft Association of Australia for the year ended 30 June 1999 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 1999 and the results of the operations for the year.

Peter F Wood, JP
Honorary Auditor
16 July 1999

STOP PRESS. AGM NEWS The 1998/1999 AGM was held at Clayton RSL, Melbourne on 27/8/99, attended by 27 members and friends. Our Patron AVM J.C. "Sam" Jordan AO was warmly welcomed & addressed the Meeting. Others welcomed were Mr David Gardner, Chief Curator of the RAAF Museum who presented a concise history of A52-600 with plans for the recommencement of the restoration, hopefully by June 2000, Ms. Monica Walsh Curator and PO Brad Owen, co-ordinator of the project and Mr. Rodney Tickler, Secretary of the "Friends of the Museum". The BIG NEWS is that a Melbourne based Committee was elected (full details elsewhere in this issue). Foundation President Mr.M. Ripper and Committeeman Mr.J. Graham were re-elected and the retiring Secretary, Treasurer and Bulletin editor was elevated to Life Membership for his efforts in founding the Association and promoting the restoration of A52-600 for the past seven years. A Special General Meeting held on the day increased the numbers of the Committee by two to ten members. The new Committee had their first meeting following the closing of the AGM.

UP FOR PROMOTION !?

Senility will overtake him before he matures!!

His fiancée wishes to marry an officer and a gentleman - She will have to commit bigamy !!

I would not breed from this officer!!

Industrious and sober - BUT Never at the same time!!

This officer would get lost in a revolving door - and starve to death!!

Good natured and = HELPLESS

Thoughtful, Original, Articulate - and STUPID!!

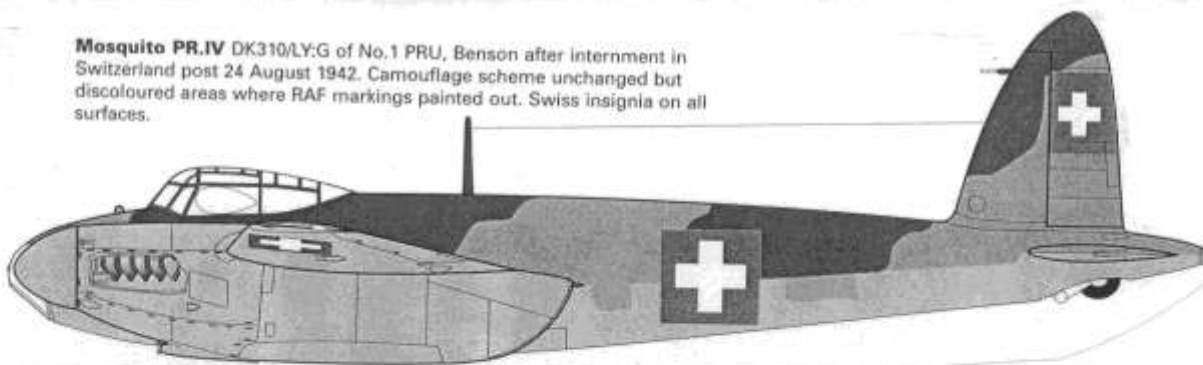
A quiet, neat, reticent, industrious officer - I would prefer not to have him!

Recommended for pilot training - in a single-seater aircraft!!

Keenly analytical - should be in research and development - lacks common sense!!

Under pressure, can be relied on - TO COLLAPSE!!

Mosquito PR.IV DK310/LY:G of No.1 PRU, Benson after internment in Switzerland post 24 August 1942. Camouflage scheme unchanged but discoloured areas where RAF markings painted out. Swiss insignia on all surfaces.



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

The Association gratefully acknowledges the interest of Australian Paper and their tangible assistance in the production of this Bulletin.

The Mosquito Aircraft Association of Australia

If undeliverable return to
32 Clarke Crescent
Wentirna South 3152.

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