



## A52-600 Restoration and Point Cook

There have been many things happening around Point Cook and the RAAF Museum. But regrettably there has not been much happening to the restoration of A52-600. This is all about to change.

**F**irstly, for those of you who do not know, the Federal Government has been eyeing off the valuable real estate on which Point Cook resides and has placed the base on a list of properties surplus to Defence needs.

The possible disposal date is set for 2002.

This proposal greatly alarms and disappoints those people associated with all facets of Point Cook.

The Mosquito Aircraft Association of Australia has written to the Prime Minister and the Minister for Defence requesting them to reconsider their proposal and save the base for current and future generations.

We have also joined forces with a group called the Point Cook Action Group who have been very active in lobbying the Federal and State Governments. Already a petition with in excess of 10,000 citizens has been presented to the Federal Government.

This group representing the majority of bodies with a deep interest in the preservation of the base seeks to provide a strong unified voice when dealing with the government departments.

Although actions are underway, you as members of our Association can also assist by writing to government to keep reminding them of their obligation to keep Point Cook as a fully operational airfield, with Aviation Heritage value, that provides via the RAAF Museum, aircraft preservation, education and tourism benefits to society.

During October last year a non-profit or-

ganisation called Point Cook Operations Limited (PCOL) was set up to protect the interests of the RAAF Museum. The company is seeking a 99 year lease over the site including the airfield. The company aims to make Point Cook a viable commercial enterprise that can continue to function with little or no financial assistance from the RAAF.

Hopefully this will be palatable to the RAAF and they will seek fit to leave the Point Cook site intact for everyone to visit and enjoy.

**S**econdly, our main reason for existence – A52-600.

Now that the Walrus has had its wings re-attached, it will not be too long before our Mossie restoration project preparations can begin.

F.Y.I. we have a new person at the helm of the preparations, the Mosquito Liaison Officer, Mr Brett Clowes.

He has taken over from the Museum Acting Director David Gardner and Brad Owen who has left the RAAF and joined PCOL.

Brett is aware of the enormous effort already expended on A52-600's fuselage, but wishes to create an inventory of all parts and documentation currently held, ascertain their acceptability for restoration, before laying another hand on our Mossie.

He explains that it is critical that this inventory be completed as soon as possible, so that the Museum can source any parts that may be missing, before they are needed during the restoration. Missing parts cause disruption and delays during restoration.

The Museum has kindly equipped an office at Point Cook for use during the cataloguing process. This will be our

*(Continued on page 3)*

# Ode to the Fallen

by O L Binyon

*With proud thanksgiving, a mother for her children  
England mourns her dead across the sea  
Flesh of her flesh they were, spirit of her spirit  
Fallen in the cause of the free.*

*Solemn the drums thrill: Death august and royal  
Sings sorrow up into immortal spheres  
There is music in the midst of desolation  
And a glory that shines upon our tears.*

*They went with songs to the battle, they were young  
Straight of limb, true of eye, steady and aglow  
They were staunch to the end against odds uncouth  
They fell with their faces to the foe.*

*They shall grow not old. As we that are left grow old  
Age shall not weary them, nor the years condemn  
At the going down of the sun and in the morning  
We will remember them.*

*They mingle not with their laughing comrades again  
They sit no more at familiar tables at home  
They have not lot in our labour of the daytime  
They sleep beyond England's foam.*

*But where our desires are our hopes profound  
Felt as a well spring that is hidden from sight  
To the innermost heart of their own land they are known  
As the stars are known to the Night.*

*As the stars that shall be bright when we are dust  
Moving in marches upon the heavenly plain  
As the stars that are starry in the time of our darkness  
To the end, to the end, they remain.*

|                            |  |                     |                         |
|----------------------------|--|---------------------|-------------------------|
| <b>President:</b>          | Max Ripper   | Tel: 61 3 5199 2469 | <b>Mailing Address:</b> |
| <b>Vice President:</b>     | Roy Urand  | Tel: 61 3 5971 4770 | 32 Clarke Crescent      |
| <b>Secretary/Treasurer</b> | Bob Stevens  | Tel: 61 3 9800 4364 | Wantirna South, 3152    |
|                            |  |                     | Victoria, Australia     |
| <b>Patron</b>              | Air Vice-Marshal J.C. (Sam) Jordan AO (RAAF-Retired) |                     |                         |

# Last flight of the Dakota

After 39 years of service with the Aircraft Research and Development Unit (ARDU), 23 at RAAF Base Edinburgh, and over 55 continuous years with the RAAF, two of the last RAAF Dakota aircraft were given a very emotional farewell by ARDU personnel. A65-86 left RAAF Base Edinburgh for Canberra on Tuesday 16 November 1999 and made its

way to its final resting-place at the Naval Air Museum in Nowra.

It was then time for A65-78 to make its final flight on Friday 19 November 1999, climbing into the early morning air to make its slow but determined way to the RAAF Museum at Point Cook.

The Dakotas have a long history with the RAAF beginning in November 1939, when the RAAF borrowed four DC-3s from the Australian National Airways to carry out coastal patrols and transport duties as part of No. 8 SQN Canberra. During this time it was

shown that the Dakotas were very useful transport aircraft, however they were returned to ANA by June 1940.

It wasn't until January 1943 that the RAAF once again flew the DC-3, which were borrowed from the USAAF. This time they were flown by 36 SQN who were then based at Townsville. The Dakota was used as a real workhorse, trans-

soon after occurred in the same Aitape area, this time there were no survivors.

At the outbreak of the Korean War Dakotas operated into Korea for troop and VIP transport, freight movement and leaflet drops.

In 1960 a Dakota supporting an Australian Antarctic exploration was lost in a blizzard at Rumdoode, on the plateau above Maw-

son Base. The Dakota was discovered eight miles west of Mawson. The force of the wind had broken the 15 tonne breaking strain cables.

The Dakotas were also involved in the Vietnam War, flying medivacs from Vietnam to Butterworth for treatment in



porting mail, personnel and supplies within Australia as well as New Guinea.

In February 1945 a Dakota was lost. VH-CUF failed to return from a supply drop in enemy area (Aitape), survivors were recovered by commandos. Another crash

No. 4 RAAF Hospital. Having completed their long and dedicated service with ARDU and the RAAF, these aircraft have earned their place in Australia's aviation history. They may have been old, they may have been slow and a little less than luxuri-

## A52-600 Restoration and Point Cook (contd)

*(Continued from page 1)*

base of operations for the coming years.

In the last bulletin a request was made for any of our members and other interested people to lodge their name with the Museum if they could assist with the restoration. I am disappointed to reveal that not one person has done so!

Again in this bulletin there is a loose leaf sheet requesting people

who can assist. Your commitment and early response would be appreciated. We must get people, or else the restoration will be a never ending process!

When quizzed, Brett said that the first three major requirements for the A52-600 project were manpower, manpower and manpower. The need for funding comes later when the cataloguing has finished and the parts that need purchasing or restoring

are better understood.

But... please do not let that stop you continuing to donate restoration funds to our Association! If anything we should be boosting donations.

Remember that this will probably be a million dollar project to complete.

Our Association will play a vital part in the restoration of this unique and priceless aircraft. It will

# The Passing of Mervyn Waghorn

MERVYN MILLINGTON WAGHORN - A MOSQUITO AERONAUTICAL ENGINEER.

Mervyn, known as "Wag" to his friends and associates, was born on November 16th 1917. He joined the de Havilland Aircraft Company at Hatfield in 1935 as a student at the company's Technical school. After experience in most technical departments he became a stress man and with the development of the Mosquito joined the team working on the design of this secret aircraft at Salisbury Hall at London Colney.

In June 1942 Wag left England by sea for Australia to join de Havilland Aircraft Pty Ltd in Sydney to

help start production of the Mosquito for which he had been delegated design authority from the parent company. His technical competence was of great value in the development and use of locally available materials. He was extensively involved in the creation of a program employing multitudinous sub-contractors which included automotive and furniture industries well endowed with the skill and resources for the manufacture of major wood components and then educated to the exacting and demanding inspection controls peculiar to aircraft production.

With all his achievements Wag, was always very approachable, unassumingly modest, a great example to fledgling graduates, cadets and apprentices particularly by his innate ability to simplify complicated technical problems.

He died peacefully at his home in Terrigal NSW on November 21<sup>st</sup> 1999.

Our thanks to:  
Bill Downes of 15 Burrawang St, Cherrybrook, NSW, (02) 9875 3274 (a subsequent Chief Engi-

## TRUSCOTT BASE TRIBUTE REUNION 2000

### Reminder

There will be a reunion at Truscott for 20 May 2000. All the fine details have to be yet arranged, but it is expected that the Veterans and relatives will assemble in Kununurra 17-18 May, be flown to Truscott for inspection/tours 18-19 May, and the Dawn Service 20 May.

Most members will be returned to Kununurra on 20 May. It is expected that many attendees will spend a further few days or a week in Kununurra for tours, socialising with other veterans and the members of the local committee.

In the past some veterans have only remained in Kununurra for the bare three days required for the reunion. They have thus missed much happy socialising, and have regretted this.

|                 |                       |               |
|-----------------|-----------------------|---------------|
| <b>SUMMARY.</b> | Arrive Kununurra      | 17 or 18 May. |
|                 | Fly to Truscott       | 18 or 19 May. |
|                 | Dawn Service-Truscott | 20 May        |
|                 | Fly back to Kununurra | 20 May        |
|                 | Free time-Kununurra   | 20 May-25 May |

Contact: Howard Young  
PO Box 1108  
KUNUNURRA 6743

Phone: (08) 9168 1653  
Fax: (08) 9168 1765  
Mobile: 0417 943 504  
Email: truscott@wn.com.au

## Notable Quotes

"The Blenheim bomber was not designed for flying at 15 metres or for cutting telegraph wires and least of all for attacking heavily defended targets in broad daylight. However in the hands of Hughie Edwards, Australia's most decorated flyer, it far exceeded the wildest dreams of its designer."

L.J. Lind writing in the Sun in 1979.

## Church Notice Board gems:

- ◇ Don't let worry kill you. Let the church help.
- ◇ We need more in the choir – anyone who enjoys singing please contact the choir leader.
- ◇ Rev Jones is on vacation, massages may be given to the church secretary.
- ◇ The ladies have cast off clothing of every kind; you may see them in the basement at any time.

# Beaufort Bashing Time

From time to time in conversation with former members of the RAAF there was heard mention of the "legend?" that Beauforts were accident prone.

In the series of books by Stewart Wilson on various aircraft in RAAF Australian service he lists the actual aircraft by number and details where they ended up.

These details vary a little, in some lists an accident may be listed, then the notation "converted to components." In some other instances aircraft are said to be "converted to components" or "destruction authorised" without any indication as to why. This makes comparison of statistics difficult.

Below is a list the results of a rather superficial collation of the entries for five of these aircraft, to provoke debate.

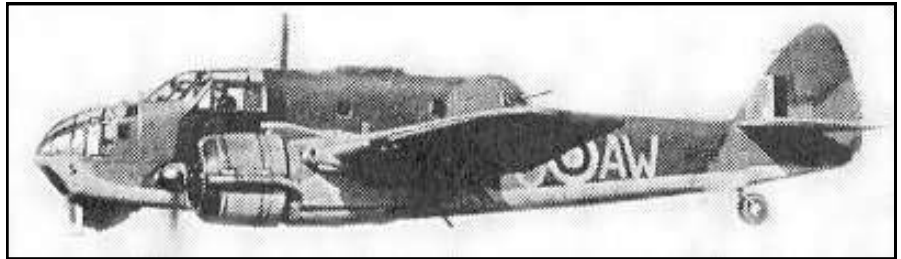
It must be said that the Beauforts in their list of fates are the most colourful. Their entries include: "crashed on landing", "ground looped on land-

ing", "crashed on takeoff"?, "taxied into airfield ditch," "taxied into tree," "taxied into DC3" and so on.

From the list it would seem that the Liberator had by far the best record, whilst the poor old Beauforts seemed bent on destruction. Any of you blokes out there who

The record is very bare when it comes to personal experiences, comment, opinion or general airfield "furphys!"

I (Howard) want to start a good argument on this!



flew these monsters wish to have a say?

What are your opinions?

Article thanks to Howard Young and send all your thoughts to him at PO Box 1108, KUNUNURRA, WA. 6743.

| AIRCRAFT TYPE | NUMBER ISSUED FOR RAAF USE | NUMBER CRASHED OR ACCIDENTALLY DAMAGED not DUE TO ENEMY ACTION |
|---------------|----------------------------|--|
| Liberator     | 288                        | 19   |
| Hudson        | 247                        | 34   |
| Boston        | 69                         | 15   |
| Mitchell      | 50                         | 10   |
| Beaufort      | 746                        | 254  |

## A Second Mosquito Squadrons Reunion

*It is about time for another Mozzie reunion.*

Air Vice-Marshal Sam Jordan, our Patron, is seeking expressions of interest for a second reunion to be held later this year.

All Mosquito people, not only those from squadrons but also any other interested persons are invited. The proposed details are:

|                       |   |
|-----------------------|---|
| <b>Location:</b>      | <b>Tweed Heads – Coolongatta area</b>   |
| <b>Time:</b>          | <b>July / August 1999 over 2 or 3 nights</b>  |
| <b>Events:</b>        | <b>Welcome drinks; dinner; nostalgia presentations; lots of reminiscing; farewell lunch</b>   |
| <b>Accommodation:</b> | <b>Individual responsibility but it may be possible to arrange a group discount with a motel/hotel in the area – but hurry up with your request - it may be difficult to fulfil your needs at short notice. A deposit will be required to secure accommodation.</b> |
| <b>Transport:</b>     | <b>Individual responsibility</b>  |

If you wish to attend – complete and send the form enclosed or contact Sam on (07) 5536 9444

# Donations to RAAF Museum

## Donation No. 1

During the recent Point Cook visit on 16th February, the Association presented a painting to the RAAF Museum.

The painting was originally presented to the Association by the artist Paul Attwood circa 1993.

It has been held for safe keeping by Allan Davies since then and after discussions with the Association's committee thought that it should be presented to the Museum where it could be appreciated by a wider audience.

It depicts two Mosquitos (one is identified as A52-610) along with their fighter escort of two P51 Mustangs.

The photo on the right shows the

RAAF Museum's Acting Director, David Gardner (left) being present-

ed with the painting by our Association's President Max Ripper.



## Donation No. 2



Well this was a multiple donation.

A gentleman by the name Bob Erskine of Rye, Victoria, contacted the Association last year and said that he was the proud owner of some genuine parts from a Lancaster.

He witnessed the original retrieval of them!?

He wished to donate them to a group such as ours so that they could be preserved for the future.

Our Vice President, Roy Urand (pictured centre) picked up a fire axe, navigator's lamp, a first aid kit with scissors, from Bob and presented them to the RAAF Museum on his behalf.

Shown accepting the gifts from Max and Roy is the Museum's new Technical Curator, Brett Clowes.

***Many thanks to Bob for his kind donations.***



Accused:  
Judge:

### Short and not so Sweet

As God is my Judge, I am not guilty  
He's not... I am... You are... 30 days.

## Colours Tell the Story

---

**The custom of dedicating and laying up of Colours in churches and in memorials has its origins in antiquity.**

**Colours themselves originated from the days of early man who fixed his family badge to a pole and held it aloft in battle to both indicate his position and to provide a rallying point for his troops.**

**Regardless of origin, design and form, colours and the insignia are symbolic of a fighting unit's spirit and a visual record of gallant deeds performed by the members of the unit. These are recorded by reference to the location of the deed and on Colours are called Battle Honours.**

**Associations of returned servicemen have also designed banners since the war which are used as a rallying point for ceremonies of significance such as Anzac Day and other memorial services. These too are symbolic of all the unit's spirit, and its service.**

**The custom of laying up the colours has dictated that a regiment's colours should be preserved in the appropriate church of the town with which the regiment was identified, providing as it were a link with eternity.**

**The visual presence of the colours in a church make it possible to rally future generations and to remind those who have not had the experience, of the heights to which the human spirit can soar as a group of resolute men channel their convictions into sweat and sacrifice for goals**

---

## The Versatile Mosquito

By Brian J. Fillery.

---

There is no doubt that the Mosquito was one of the outstanding aircraft of WWII.

Apart from the Junkers Ju88, which had a longer production run, it was produced in more variants than any other wartime aircraft. It was also used during and after the war as a test-bed for a variety of purposes.

The list below, which is certainly incomplete, gives some idea of the many additional uses that were made of the Mosquito.

NOTE: The list does not include the usual navigation & radar equipment or common bomb and gun loads.

- ◆ 2 x 1000lb target indicators.
- ◆ 2 x Type 7 mine.
- ◆ 1 x 18" MkXV or XVII torpedo.
- ◆ 50, 100, 200 gallon fuel drop tanks.
- ◆ 2 x 151 gallon internal fuel tanks.
- ◆ Extra bomb bay tankage.
- ◆ 500lb underwing tanks.
- ◆ 12 American M46 600,000 candlepower photoflashes in bomb bay.
- ◆ 8 underwing racks of photoflashes.
- ◆ 2 x Highball spherical anti-ship bouncing bomb (32" diam, 600lb charge) with ring aperture sighting system on pilot's helmet.
- ◆ 4,000lb cookie in three types - General purpose, medium case, H.E. Avro six-bomb carrier of 6 x 500lb bombs.
- ◆ 2 x 500lb underwing bombs.
- ◆ 2 x 100 gallon napalmgel drop tanks.
- ◆ 2 x Mk XI depth charges.
- ◆ 8 x 25lb solid armour-piercing rocket projectiles.
- ◆ 8 x 60lb semi-armour piercing rocket projectiles.
- ◆ 2 x 1,050lb Uncle Tom rocket projectiles.
- ◆ Radar bomb sight.
- ◆ GM1 reflector gunsight minus glass screen (primitive HUD).
- ◆ Autopilot equipment modified to receive radio signals from ground.
- ◆ Youngman circular segmented frill-type air brake.
- ◆ Barrage balloon cable cutters.

*(Continued on page 13)*

# A Time for Reflection – 50 Years On

---

*This article is a continuation of "A TIME FOR REFLECTION – 50 YEARS ON" - an Address by our member H (Herb) J Trevenen. It commenced in our last Bulletin (December 1999). Our thanks to Herb for a thoughtful and most interesting outline of his experiences and the planning and functions of Bomber Command over Europe. The descriptions of his particular art - Air Navigation and the ever developing and changing technology in the aviation world are most interesting.*

## 4. Our Tour of Operations in Bomber Command

After three days familiarisation with Mark III Halifax and Squadron environment we were off on our first operation on 30th April 1944. Our first four night ops concentrated on crippling road and rail centres between France and Germany. The last week in May found us being briefed by Royal Navy experts and flying "gardening" operations - i.e., dropping mines - designed to tie up the remainder of the German navy. Heligoland was so quiet that a couple of our crew commented the next night, "Not another- quiet night". That trip was to St. Nazaire and proved to be a more than lively Ack Ack reception. After that, there were never any comments about quiet nights.

I recall the briefing by the Naval Officer on 26<sup>th</sup> May when Brest was the target. The importance of the exercise was such that a possible Court Martial was likely if these special mines were not dropped in the right place. These mines were so big that the bomb bay doors barely half closed. The Royal Navy wanted to sink the third ship in the convoy leaving Brest Harbour. The fusing was so arranged as to allow the first two ships past before striking the third. We heard a few days later that the operation was entirely successful - no Court Martial and a further indication of the inter-service planning and working together which existed.

All leave was cancelled as June 1944 commenced. The weather across Southern England was foul on 4<sup>th</sup> and 5<sup>th</sup> but the Met. boys were hopeful of improvement and, on 6<sup>th</sup> of June 1944, Operation Overlord began. D-Day was a very long day I will never forget. We bombed coastal batteries protecting the proposed eastern end of the Allied landings at dawn. The sight of naval activity across the channel was unbelievable. I doubt if there has ever been such a concentration of shipping of all descriptions, landing craft etc. From 6000 feet it appeared that one could almost walk from one ship to the next.

Early evening we were again preparing to bomb marshalling yards South of Paris. This meant circumnavigating well west of the beachhead on the way in and keeping well clear east on the way home. The intense activity along the whole beachhead could be clearly seen. The Squadron was pleased to receive a commendation a few days later with the news that the coastal batteries bombed in the morning did not fire one shot.

On 12<sup>th</sup> June, whilst crossing the English Channel - returning from a night Op on Amiens - our Rear Gunner reported an orange glow well below us, but travelling in the same direction as the returning bomber force. This was reported to Squadron Intelligence and proved to be the beginning of the V.1 Buzz Bomb attacks mainly on London.

Reconnaissance had noted intense activity in the forest areas near Calais for some time; when permanent sites were found and bombed the Germans improvised portable prefabricated ramps which were, of course, harder to find. The threat was taken very seriously and the diversion of aircraft to these targets was immense. In a one week period late in June 1944, 6000 heavy bombers and 2000 medium bombers were diverted from attacking German industry or tactical co-operation near the battle field. This had the effect of extending the period of the war considerably - 8,246 V.1's killed, 6,139 civilians and seriously wounded 17,239 civilians.

By 19<sup>th</sup> June we had completed 18 night operations and then had our first taste of daylight and we didn't like it at all. Our next four Ops were almost low-level missions in support of the ground forces, which were having great difficulties. Dropping the stick of 16 x 500 lb., Anti Personnel bombs and distinctly feeling 16 reflected shock waves below the aircraft is not a pleasant experience.

Innovation, deception and surprise were part of every operation - anything up to four dog legs between take off and target with height plan different in each leg.

Part of the deception was to disrupt the enemy radar detection systems by dropping metallised strips from bomb-

*(Continued on page 9)*



## A Time for Reflection – 50 Years On (Contd)

er aircraft - this was code named *WINDOW*. These strips of foil were made up in bundles which were, despatched down a chute by the Wireless Operator according to a definite time and sequence plan.

When each bundle hit the slip stream, it broke up and unfurled about 50 or so lengths of strip metal foil, each of which would show up on the enemy's radar as another "bomber" as they fell away under our aircraft.

It was always very re-assuring to know that in the S.E. corner of England, N.E. of London and just North of the Thames Estuary there was an emergency 'drome to receive damaged aircraft or those running out of petrol. One long runway a full three times the width of any normal strip - really three separate strips - one standard surface, one soft surface like hot mix which didn't set hard for belly landings. The other equipped with FIDO - a fog dispersing device comprising huge ground flares running either side of the strip which consumed thousands of gallons of fuel per hour which were lit simultaneously to disperse fog which at times got down to 50 ft visibility. We used this facility at Carnaby once while on Ops and twice while I was instructing.

I guess it was also re-assuring to the members of many Bomber crews to know that, if the navigator lost his way, a special frequency called "Darkie" was available on the radio. "Darkie" would provide enough information for the pilot to reach the nearest suitable airfield.

By the end of July 1944, the V.1's or Buzz Bombs being launched from ramps in the Foret du Neppe area were the cause of great concern to the civilian population around London. These sites were really pasted.

Over a period of one week we did five Ops against these launching sites.

Industrial targets in the Ruhr and Stuttgart were on the list. The V.2 supersonic rocket attack took over when the V.1's ceased and presented a most difficult target. The launching sites were underground and well camouflaged thus calling for unusual tactics. Mosquito photographic reconnaissance aircraft firstly identified the troublesome sites. Being relatively close to Southern England Mosquitoes using the latest land based equipment could be directed to mark these spots with uncanny accuracy. This was all very well but can you imagine three pairs of Halifaxes flying in close formation behind a Mosquito throttled back to our maximum air speed and our Bomb-aimer bombing the ground markers? On the first Op using this technique we were the second pair of Halifaxes and to see one of the first pair blown out of the sky by Ack Ack was not good. -On the next two trips we were lead aircraft and I am thankful to say that we made it.

The first V.2 supersonic rockets were used against London on 8<sup>th</sup> September 1944 - the huge crater-type explosions were reported as gas explosions but two months later the public was told the truth. Overall, 1115 V.2's were released against London, killing 2,855 civilians and seriously injuring 6,268.

Parallel to these attacks, 1700 V.2s were fired against Continental targets. Guided weapons, despite their great potential, had failed to achieve any notable military success.

Despite the unnerving qualities of these weapons they had far less military effect than the German aerial bombardment during the winter of 1940-41.

Returning to night Ops was more comfortable, we thought, and we flew our 39<sup>th</sup> and final operation on 6<sup>th</sup> October 1944. In all, we completed 23 night Ops and 16 daylight.

The conduct of the Bomber Command air offensive would not have been possible without the excellent performance of the ground crews. They were key personnel in the overall effort that was evident throughout the service but reached its peak in operational squadrons.

On every operation these skilled people were there to show their support at Take Off and, irrespective of the hour of our return were there, ever eager to get first hand reports of the performance of the aircraft and its associated specialist equipment. They would take great pride in restoring our aircraft ready for the next trip.

Another aspect which is still very clear in my mind is the unswerving solidarity of the English people in spite of the hammering they received and their devotion to the war effort. Their hospitality through the Lady Ryder Scheme was really appreciated by thousands of R.A.A.F. Aircrew. The opportunity to live as one of the family in stately

*(Continued on page 11)*

# The Great Western Survey

In three and a half months the RAAF photographed an area of Western Australia that covered 63 single military maps, completing the biggest single aerial survey carried out in Australia. It was on the urgent request of the Army.

By **FRANK SMYTH,** **WINGS Correspondent in New Guinea**

**P**ILOTS, navigators, photographers and others who worked on it are now scattered throughout RAAF units, but this story has been gathered from three of the photographers, who are again together with the Beaufort bombers in New Guinea.

The great western aerial survey was organised by S/Ldr Herb Gamble, CO of the Survey Unit, and now commanding a RAAF Mosquito squadron. In the words of his senior NCO photographer, Sgt Jack Nisbett, "S/Ldr Gamble's organising was super."

From early times, the RAAF had a Survey Flight, which was photographing areas of Australia. But owing to the heavy demand on our aircraft for the training of aircrews, Survey Flight's work became confined to small operations.

## Down to one aircraft

**T**he peacetime plan of progressively covering the whole Commonwealth was abandoned, and in January 1943 the Flight had only one aircraft. However, as training proceeded to plan and our aircraft production increased, Survey Flight's strength was built up again.

By September 1943 the Flight had four Ansons and 27 personnel. While photographic officer F/Lt George Brinsley and W/O Fred Momson were transferring the Flight's headquarters from Canberra to Lowood, Qld, S/Ldr Gamble with another pilot, a navigator and two photographers covered an area in North Queensland.

Then came the Army's request for the western survey - an ambitious programme. The Army, as well as the RAAF, doubted it could be carried out before the summer closed, and aerial photography became impossible on account of weather conditions. It was then October.

Four Ansons carried 20 personnel to the West. Photographic equipment, material, and maintenance men followed by train. Personnel gathered for this job totalled 52.

At Geraldton, S/Ldr Gamble and F/O Jack Zafer as pilots, with photographers Sgt Nisbett and LAC Ted Annabel, immediately flew the first key strips. These were complete in two days.

The stretch of country included in the first camera "strike" covered 17 military areas, requiring approximately 6800 exposures. Aircraft serviceability, which was high, was under the control of Sgt Bob Oates and Sgt Snowy Hands.

Working in the two darkrooms were four photographers - Cpl Ross Wickham, LACs Harry Rickert, Tim Wilson and Chris Friedwell, with LAC Ted Garden acting as "chemist." These lads turned out as many as 2500 prints in a day.

In 3½ weeks this initial strike was complete. The Army received 17,000 overlapping vertical prints covering, without a broken run, 10,200 square miles.

The job had only begun. Cameras had to continue on over the great Southwest and wheat belt. More

photographers arrived. The provision of key strips proceeded two weeks ahead of the survey. When these came in, photographers worked through the night to sunrise, having the first lot ready marked by 5 am. The weather was excellent and planes immediately took off.

The survey was being flown at 17,000 ft, Ansons being fitted with oxygen tanks.

The unit now had 11 British Eagle 4 cameras, and Cpl Rex Peineger, instrument-maker, did an excellent job in keeping them completely serviceable. With the four aircraft working from Albany, Narrogin and Cunderdin, 17 areas were covered in a week.

S/Ldr Gamble's excellent organising ability and foresight probably saved a breakdown at this stage. His men were working long hours at high pressure, without a break even on Sunday.

## Two-faced weather

**T**he weather was kind to the Army, but maybe unkind to the airmen - there were practically no cloud formations and consequently no spells. S/Ldr Gamble arranged for the men to take shifts that would allow each to spend four days at Yallingup Caves House, while the work still went on at top speed.

In 2<sup>1/2</sup> months the RAAF Survey Unit covered in the second series an area of country the military had put into 46 maps. And over the

*(Continued on page 11)*

# The Great Western Survey

(contd)

*(Continued from page 10)*

whole survey, the Army received from the photographers 60,000 photographic prints, covering the area of 63 military maps.

F/Lt Tom Steel and photographer W/O Momson then turned up with a Hudson specially fitted-up for a trimetrogon survey of the area between Carnarvon and Geraldton. This was the first time a RAAF aircraft had been fitted up for this work.

The set-up comprised three cameras to operate simultaneously, one on either side for oblique shots, photographing from horizon to horizon, and one between for verticals, recording a three-way view of the country. Runs were made 10 miles apart.

About 120 aero-films (of 100 exposures each) were exposed, developed at Busseton and sent for printing to RAAF Command.

Probably the most exciting part of the job came on the long hop back to Lowood. One Anson piloted by F/O Zafer and carrying Sgt McLeod and Sgt Nisbett made a forced landing on Nullarbor Plains near Rawlina.

"If ever there was a masterly landing, that was one," stated Sgt Nisbett. "The place was riddled with rabbit burrows. We had to wait there for four days for assistance"



## A Time for Reflection – 50 Years On

(Contd)

*(Continued from page 9)*

English country homes whilst on leave was hospitality at its best.

After a welcome period of leave, I was posted back to 1652 Heavy Conversion Unit at Marston Moor as an Air Navigation Instructor specialising on the H2S equipment we had used. It was at Marston Moor I was advised that the King had graciously awarded me the D.F.C. My Pilot and Bomb-aimer received the same award.

Whilst most of the H2S instruction was in the classroom and on simulators, it was my task to fly with crews under training on their long cross country flights prior to being posted to squadrons. Over a period of seven months, I endured many hair-raising experiences ironing out the weaknesses which became apparent in the air, to say nothing of hairy take-offs and landings. Fortunately, Victory in Europe was achieved at this stage and we returned to Australia via the Panama Canal in July 1945 and were on our disembarkation leave when victory over Japan occurred.

Post war, Australian Air Crew who had served with the R.A.F. over Europe became known as the "Odd Bods". The Odd Bods U.K. Association has been a very valuable link for the relatively few who returned.

Just three years ago, during a visit from Western Australia by our Rear Gunner and his wife, the Victorian Pilot, Bomb-aimer, Wireless Operator and myself, together with our respective wives, were able to attend an Odd Bods Ladies Night. The original five of the crew who had shared so much together and, believe it or not, still married to their original wives! A pretty good record in this day and age!

You can now appreciate why I reacted so strongly to the action of the protestor at the unveiling of the Memorial to Bomber Harris, Marshall of the Royal Air Force.

## A52-319 Movements at the Australian War Memorial

---

The following letter was received from David Crotty (an Association member) who is the Curator for Military Technology at the Australian War Memorial in Canberra.

Our thanks to him for his letter.

Dear Sir,

I thought the Association would be interested to hear about the latest developments with the Australian War Memorial's Mosquito PR. Mk 41 A52-319. The aircraft was dismantled at the Treloar Centre and moved to the Memorial building in December 1999. In January 2000, the Mosquito was lifted onto a steel support structure in Bradbury Aircraft Hall to become the centrepiece of the new **Pacific** Air War Gallery. Visitors will be able to walk around the aircraft at eye level on a mezzanine floor as well as underneath it on the floor. The Gallery is due to open in August 2000.

A video display and exhibition will tell the story of Mosquito production in Australia and the operational history of the Mosquito in the South-West Pacific. Surrounding the Mosquito will be the Zero, Kittyhawk, Wirraway, Sea Fury, Mustang and Mig-15 fuselage. The last three aircraft relate to the Korean War. Korea will be a feature of commemorative activity in 2000/2003 as the fiftieth anniversary comes around.

I have enclosed a photograph that you may like to place in your newsletter for the information of your membership.

Yours sincerely,

David Crotty.



## Are you there Jack?

---

My late father, although British, was attached to 464 RAAF Squadron during the war and I know he was always very proud of his Association with the Squadron.

When he was demobilised he was presented with a gift by the pilot and navigator of the Mosquito aircraft that he worked on.

The pilot was **SQNLDR Jack**

**Palmer** and the navigator was **FLGOFF Jack Raynor** and I still have the note that accompanied the gift.

The note says:- **"To Jim – our rigger who cooperated so much by his work thereby making successive "J" Johnnies the fastest, best and neatest aircraft in "A" Flight".**

I wonder if any reader is able to shed light on what became of the two Jacks who I remember my father often speaking about with great respect and affection.

Michael Halls  
86 Hackford Road  
Wicklewood  
Wymondham, Norfolk  
England. NR18 9HT

## New Members since the last Bulletin

*We wish to welcome the following new members to the Association:*

**John Arthur COLLINS of**

Blackburn, Victoria

(03) 9877 3301

Service: Training

Mustering: Navigator N/S Canada 8

OTU

Rank: W/O

Units: 456

**John Bruce PEGGIE of**

Glen Waverley, Victoria

(03) 9802 6299

Research scientist with aeroplane research laboratories in Melbourne on Mosquito timbers and panels, as well as glue tests for bonding the ply-woods.

**Geoffrey Charles GRIBBLE of**

Yarra Junction, Victoria

(03) 5967 1390

RAAF Steward, LAC 93 Sqdn, No 1 Sqdn,

**Ronald WALTON of**

Leeming, Western Australia

(08) 9332 6746

Group Captain RAF  
140 Sqn (PRU)

### ?? Did you know ??

If the earth's population was shrunk to precisely 100 people and the present human ratios were retained, it would look like this:

- 51 would be women
- 70 would be non-Christian
- **half the world's wealth would belong to 6 people** – all US citizens
- 70 would be unable to read
- 1 would have been to university
- 1 would be near death
- 1 would just have been born
- 15 would be European
- 40 would be Asian
- 10 would be North and South American
- 35 would be African

Source: Sunday Telegraph May 1997

## The Versatile Mosquito (contd)

*(Continued from page 7)*

- ◆ Movie camera in nose & extra windows for photography.
- ◆ Rocket assisted take-off gear.
- ◆ Nitrous Oxide engine injection system.
- ◆ Chin-type radiators similar to Lancaster & Beau-fighter.
- ◆ Mock-up of Bristol BXL 4-gun dorsal turret.
- ◆ Helmore Turbinlite searchlight of 2,600 million candlepower.
- ◆ Cameras mounted in drop tanks.
- ◆ Weather recording equipment.
- ◆ Gust and clear air turbulence research equipment.
- ◆ 1 x .303in Browning machinegun rear-facing in each nacelle.
- ◆ 1 x 1.57in (40mm) cannon.
- ◆ 1 x 2.24in (57mm) 6 pounder Molins or Vickers G cannon.
- ◆ 1 x 3.7in (93.98mm) 32 pounder anti-tank gun.

Other noteworthy points are:-

- LR 359 was the first twin engined aircraft to land on an aircraft carrier, HMS Indefatigable, 25/26 March 1944.
- DK 310 was used for engine development and became first turbo fan jet aircraft ever flown.

- In 1948 a Mosquito was used for the test flights of a 3/10ths scale radio controlled model of the planned Miles M52 piloted supersonic research aircraft. On 9 October 48 the model achieved Mach 1.38 in level flight.
- Highest Mosquito speed in level flight - 437mph (703km/h).
- While doing load tests a Mosquito was inadvertently given an additional 10,000lbs (4538kg) of ballast. It took off and landed with no problems.

The Mosquito also featured in three motion pictures:-

- ⇒ The Purple Plain (1955),
- ⇒ 633 Squadron (1964), and
- ⇒ Mosquito Squadron (1969).

***Not a bad record for an aircraft the Air Ministry did not want !***

Our thanks to member Brian Fillery for this article, he can be contacted at:

bfillery@gil.com.au

or

32 Byrne Street  
WINDSOR  
Queensland 4030

## Update – Point Cook Air Pageant

---

To All Members,

Just a small report on the Air Pageant held at Point Cook on 25/03/00.

What a lovely day it turned out to be, sunny, with a temperature of around 26<sup>o</sup>, great for displaying and flying aircraft.

My son, Wayne and I arrived at Point Cook at a little before 9.00am meeting up with other association members. We managed to organise an area inside the barrier with "The Friends of the Museum" so we could sell our badges and give hand outs to the public.

We managed to sign up a few new members and had a lot of inquiries about membership with a lot telling of their relations and friends who served with the Mosquitos.

Next year and also if we go to Avalon I would like to have a bigger display with more photos on display to attract the public interest,

also parts of the aircraft that can be seen so people can see for themselves.

I would like to thank those who attended; Bob Stevens, Les Phillips, Reg Spooner, Wayne Urand and also the Friends of the Museum and the RAAF Museum for their

help.

Let's make the next one better.

Roy Urand  
Vice President



The HARS Lockheed Super Constellation "Connie" at Point Cook

---

## Stop Press

---

As mentioned above we had a successful day at Point Cook and would like to welcome six new members who have signed on with the Association as a consequence of the contact at the Air Pageant.

*Member No 332*

**Glynn Frances DAVIES** of

Blackburn South, Victoria

(03) 9886 7585

A RAAF Air Surveillance Operator

*Member No 331*

**Patrick DELHUNTY** of

Wyndhamvale, Victoria

(03) 9741 2517

A Fitter / Welder and aircraft enthusiast

*Member No 330*

**Mark HUTCHEON** of

Thomastown, Victoria

(03) 9465 2296

A Chemical Operator and aircraft enthusiast

*Member No 334*

**Matthew PENNY** of

Cranbourne, Victoria

(03) 5995 2069

An aircraft enthusiast

*Member No 333*

**Noel PENNY** of

Dandenong, Victoria

(03) 9792 9452

An aircraft enthusiast

*Member No 335*

**Donald William TAYLOR** of

Mooroolbark, Victoria

(03) 9733 4608

A Civil Engineer and aircraft enthusiast

## Book Reviews

### **De Havilland Mosquito**

- An Illustrated History  
By Stuart Howe

First printed in 1992, this new edition has been expanded to include 60 new photographs, taking the total to over 330.

Of special interest are photographs of Mosquito aircraft being constructed. One, just one, shows the assembly line at Bankstown, NSW where 212 Mosquitos were built.

In this book the author has not attempted to relate the full history and operational record of the Mosquito, but presented a pictorially with detailed captions. He is also appealing for photographs of RAAF Mosquitos and is particularly short of photos of Australian production at Bankstown.

Available from the author at 25a Marlborough Avenue, Edgware, Middlesex, HA8 8UH, England. Price £15.95 includes postage and packing.

Ed: Thanks to John Mills of Forster, NSW for the precis of this book

### **No Hero, Just a Survivor**

- A personal story with Beaufighters and Mosquitos of 47 Squadron RAF over the Mediterranean and Burma 1943-1945  
By GRT (Bob) Willis MBE DFC

Bob paints the background and exploits of 47 Torpedo bomber and Convoy Escort, Intruder and Ranger Squadron with a deft stroke – the many losses, successes and logistical hardships.

Commencing in 1943 on the North African coast he recounts the movements of 47 Squadron across to India and finally Burma by 1945.

The personal narrative of this book, coupled with the fascinating and often horrendous background to 47 Squadron in the Far East adds up to an epic, which few of us could envisage.

Available from Robert Willis Associates Limited, 19 Rectory Lane, Emley, Huddersfield, HD8 9RR, England.

If you order before 29th April 2000 there is a £5.00 reduction to £13.00 plus £2.50 postage and packing.

## Annual General Meeting

**Although the Association's Annual General Meeting is not going to be held until August 2000, a nomination form has been enclosed for the Executive and Committee.**

**As previously mentioned elsewhere in this Bulletin, the restart of the A52-600 restoration process makes it mandatory that we have a full and active Committee.**

**All positions will be thrown open and the Association seeks expressions of interest from any of members who would like to take a positive role in guiding the**

**direction of the group.**

**The restoration process will require sub committees to be set up such as Finance Raising, Membership, Manpower Planning, Publicity and Editorial to mention but a few.**

**Please do not leave it to just the usual half a dozen people.**

**Even if you are interstate and unable to attend Committee meetings please put your name down for such sub committees as Finance, Publicity etc.**

**Don't be shy, put your**

**name down ... or someone else's, but get them to accept the nomination first!**



## Updating the Association's Records

---

Now that the Association's membership records are on computer, it has become evident that there is some missing information, not to mention the possibility of incorrectly recorded vital statistics.

A loose leaf sheet has been included for you to complete and assist by filling in the missing bits and pieces and correct any inaccuracies.

---

## What have you got hidden in the closet?

---

We are keen to find anything that will make the A52-600 restoration easier.

The RAAF Museum has already got some plans, photo copies of drawings along with a small amount of other assorted paraphernalia.

There will definitely not be a complete set of any information available that is sufficient to undertake the job at hand.

Every Association member is therefore requested to look through their glory boxes and seek out old photos, books, plans, diagrams, maybe even pieces of equipment out of a Mossie.

Please come forward and give us the opportunity to copy it, or if

you wish to donate it, we will be forever grateful.

Speak with mates who might have some of this memorabilia.

If you have contacts in the aircraft industry that could track down any item of interest, please call in a favour and ask them to help us. Where is all this leading you might ask?

Well, as mentioned in the cover story, the first restoration project task is to build a comprehensive list of what parts are needed.

This will entail an enormous amount of research and the more technical documentation that can be found and collected at the Museum, the easier the task will be.

Once the catalogue of what is re-

quired has been created, the myriad of boxes containing pieces will be opened, assessed and married up against the master list.

The "Golden Egg" would be an electronic – computer database of these items. It will be a rare item indeed to find, but it would cut at least a year's work of the restoration.

So get your magnifying glasses out and start the hunt for any precious items.

If you strike gold, please contact the Secretary or Brett Clowes at the RAAF Museum.

---

## Just a load of hot air

---

A man is flying a hot air balloon and realises he is lost. He reduces height and spots a man down below. He lowers the balloon further and shouts, "Excuse me. Can you help me? I promised my friend I would meet him half an hour ago, but I don't know where I am."

The man below says,

"Yes, You are in a hot air balloon, hovering approximately 30 feet above this field. You are between 40 and 42 degrees N. Latitude, and between 58 and 60 degrees W. longitude".

"You must be an engineer," says the balloonist.

"I am," replies the man. "How did *you* know"

"Well," says the balloonist, "everything you have told me is technically correct, but I have no idea what to make of your information, and the fact is I am still lost."

The man below says, "You must be a manager."

"I am," replies the balloonist, "but how did you know?"

"Well," says the man below, "you don't know where you are, or where you are going, You have made a promise which you have no idea how to keep, and you expect me to solve your problem. The fact is you are in exactly the



## A Second Mosquito Squadrons Reunion

**Please complete the following if you are interested in attending or seek further information.**

Name:

Address:

Phone Number: (H) ..... (B) .....(Mobile) .....

Other people attending: .....

Do you require accommodation:    Y / N        Number of rooms: Double ..... Single .....

What transport method will you use: .....

Return this form to:            Air Vice-Marshal Sam Jordan  
   PO Box 6127  
   Tweed Heads South 2486

## A Second Mosquito Squadrons Reunion

**Please complete the following if you are interested in attending or seek further information.**

Name:

Address:

Phone Number: (H) ..... (B) .....(Mobile) .....

Other people attending: .....

Do you require accommodation:    Y / N        Number of rooms: Double ..... Single .....

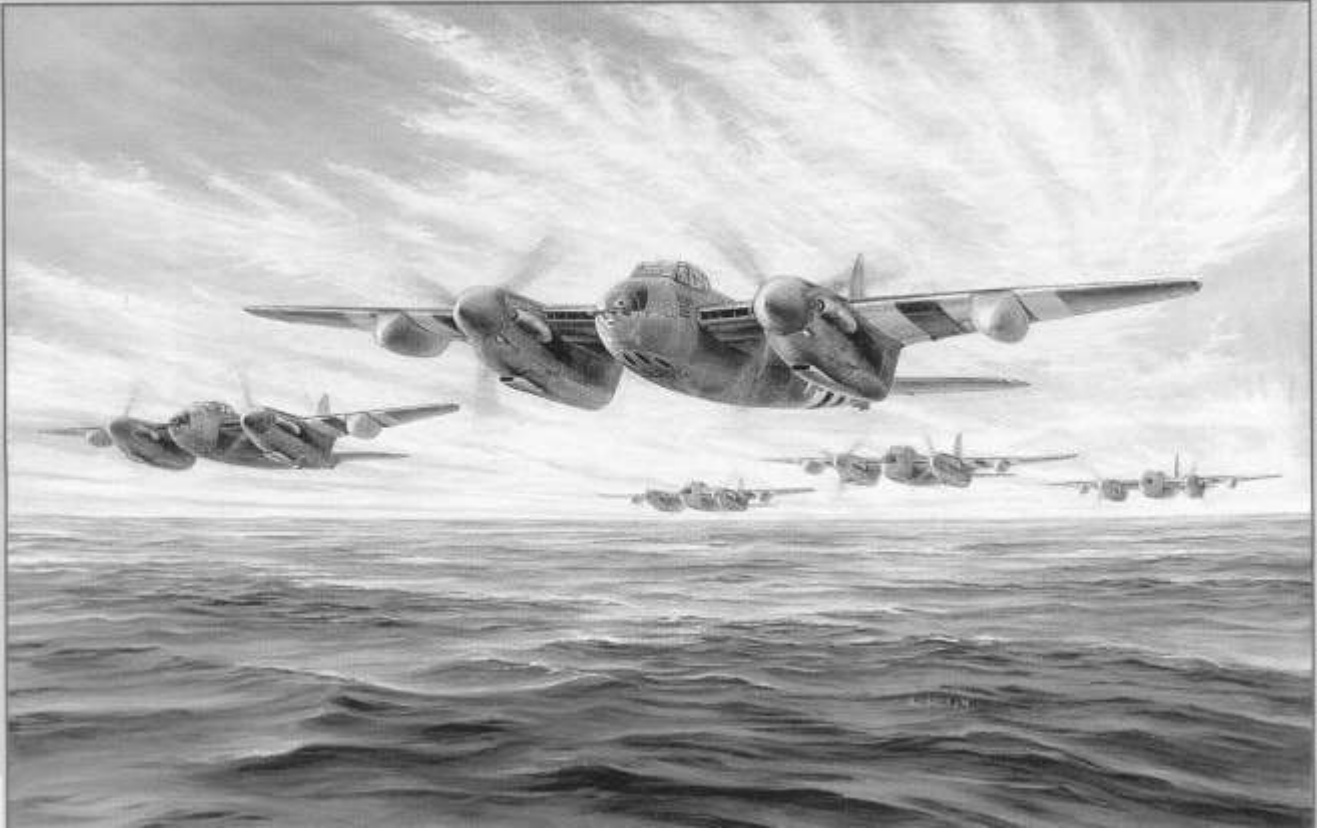
What transport method will you use: .....

Return this form to:            Air Vice-Marshal Sam Jordan  
   PO Box 6127  
   Tweed Heads South 2486

**Order Form**

**The Aarhus Mosquitos**

**by Max Ordinall**



**Order Form**

**The Aarhus Mosquitos**

**by Max Ordinall**



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 undelivered return to:

32 Clarke Crescent  
Wantirna South 3152

SURFACE  
MAIL

POSTAGE PAID  
AUSTRALIA

