



Minister for Defence's Reply

The MAAA wrote to the Prime Minister and the Minister for Defence earlier this year expressing our alarm at the proposed disposal of the Point Cook Base. A letter was received from the Prime Minister's Office saying that the matter had been referred to the Minister for Defence.

Here is a scanned copy of the letter received from the Minister for Defence.



MINISTER FOR DEFENCE

Mr Bob Stevens
Honorary Secretary
The Mosquito Aircraft Association of Australia
32 Clarke Crescent
WANTIRNA SOUTH VIC 3152

11 APR 2000

Dear Mr Stevens

Thank you for your letter of 4 March 2000 concerning the future of the Royal Australian Air Force (RAAF) Base at Point Cook, Victoria.

Under the 1991 Defence Force Structure Review, the airfield portion of Point Cook was declared surplus to Defence requirements. While the airfield has been retained in Defence ownership, apart from the occasional use by the RAAF Museum, the facility is no longer used for military purposes.

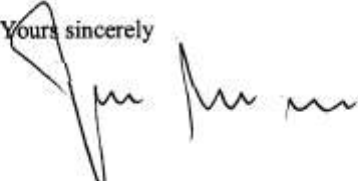
The 1997 Defence Reform Program identified RAAF Base Point Cook for disposal in the medium term (2001-2006). The disposal program is driven primarily by the requirement to achieve operating cost savings through the consolidation of similar functions, and rationalisation of bases and establishments. The RAAF Headquarters Training Command and the School of Languages have both relocated to new premises at RAAF Laverton. In the next three or four years, it is planned to relocate the RAAF College at another Air Force base. However, there are no plans to move the RAAF Museum.

The Commonwealth has been discussing the future of Point Cook with the Victorian Government in view of the diminishing Defence presence at the base. These discussions have included examining the future aviation opportunities that Point Cook may present. Once a decision on the future of the property has been made, there will be appropriate consultation with a variety of stakeholders with an interest in Point Cook.

Minister for Defence's Reply (contd)

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With regard to the heritage aspects of the property, the Department of Defence appreciates Point Cook's significance as part of Australia's military history, particularly in respect of the Royal Australian Air Force. In addition, given Point Cook's listing on the Register of the National Estate, and as part of any disposal strategy, Defence would ensure the protection and preservation of the significant heritage and environmental values of the property.

Yours sincerely

JOHN MOORE

The Mossie Documentation Project

Report to the Committee – 14/6/2000

Recently a few of us (Bob Stevens, Roy Urand, Graeme Coates) spent a day cleaning the 'Mosquito Restoration Project Office' at Pt Cook.. We stripped, washed, and cleaned everything - carpets, floors, doors, curtains, windows, light fittings, desks, book cases, cupboards, plan cabinets ... yes everything! A great day's work..

The manuals were identified and sorted. The computer was checked out and some more software ordered from the Museum.

A couple of weeks later the real work started when I arranged for two new members (John Collins and Bruce Peggie) to join me to start work on the review of the documentation. The ones we started with were the indexes of Drawing Numbers versus Part Numbers; two 3" thick binders with one line per item! (There are a lot of bits in this plane!)

It appears that part numbers and drawing numbers are not grouped according to type of part or location on the aircraft (the next part designed got the next part number – I think!). The index does appear to cross-reference from Part Number to Drawing Number and vice versa. (gee, my new spell checker even knows its Latin!)

If anyone is familiar with the de Havilland numbering systems then please let me know - even if you are not in Melbourne we can talk about it - all little bits of knowledge and information are valuable. Please call me. The Museum/RAAF also swapped the computer over for a more powerful one (486 to Pentium, thanks guys).

I now need a group of members to work with me on the documentation - I am available any day (preferably not Saturdays) - so anyone who is available on a regular basis, be it one day per month, one day per fortnight, one day per week or even 2-3 days per week please call me or Bob Stevens and put your name on the Roster.

The Association must establish a regular and frequent attendance at the Museum if we are to be regarded as a credible organisation, and

(Continued on page 6)

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

Notice of Annual General Meeting

The Eighth Annual General Meeting will be held at:

Clayton RSL Club
163 Carinish Road
Clayton, Victoria

on Wednesday 23rd August 2000 commencing at 14:00 hours
(2:00pm for the uninitiated).



Agenda

- ◆ Presentation of Annual Reports and Financial Statement for 1999/2000
- ◆ To receive and adopt the Reports and Statements
- ◆ To elect the Executive and Committee for the year ending 30th June 2001
- ◆ Fixing of Membership Fees for the year 1st July 2000 to 30th June 2001
- ◆ General Business at the Chair's discretion



Notes:

- Motions for inclusion in the Agenda are to be submitted to the Secretary in writing, not less than 14 days prior to the AGM
- Nominations for the offices of President, Vice President, Secretary, Treasurer and six (6) committee people are now open and are to be submitted to the Secretary no later than 21 days before the AGM. Nominations from the floor at the AGM will be called for if vacancies exist.



The retiring Committee members are:

- | | |
|-----------------------------|-------------------------------------|
| ⇒ Max Ripper (Pres) | <i>not standing for re-election</i> |
| ⇒ Roy Urand (Vice Pres) | |
| ⇒ Bob Stevens (Sec / Treas) | |
| ⇒ Joe Graham | <i>not standing for re-election</i> |
| ⇒ Alan Middleton | |
| ⇒ Les Phillips | |
| ⇒ Phil Spielvogel | |
| ⇒ Reg Spooner | |

Group Captain Irving Smith

Intrepid Mosquito pilot who led a squadron on the precision bombing raid on the Gestapo prison at Amiens

One of that gallant band of New Zealanders whose contribution to the Allied effort was out of all proportion to their small numbers. Irving Smith began his war in Hurricanes in the early stages of the Battle of Britain. After spells in day-fighters, night-fighters, intruders and strike aircraft he was still flying operational sorties for years later, when one of his missions was the famous attack on the Gestapo prison in Amiens in February 1944.

The aim of the raid was to release several hundred prisoners, most of them of the French Resistance, who lay awaiting execution behind its grim walls. Chief among these was M Vivant, a key member of the Abbeville cell of the Resistance. The prison was surrounded by a wall 20 foot high and 3 foot thick. The location of the living quarters of its guards was accurately known. To familiarise the pilots of the attacking Mosquitoes with their target a scale model of the prison was prepared in plaster of Paris, designed to show it as it would look from four miles away to a pilot flying at 1,500 ft.

In the weather to be expected over Northern Europe in winter, such a precision operation required meticulous planning, accurate flying and bombing - and a good measure of luck. In the matter of the last, fortune did not oblige. The weather on February 18, 1944 was so bad that the planners wanted to cancel the operation.

But the pilots, realising that it was the last chance for many of the hapless Frenchmen insisted on flying.

A force of 19 Mosquitoes took part in the raid: six each from 487 Squadron RNZAF (of which Smith was CO), 464 Squadron RAAF and 21 Squadron RAF, with one photo-reconnaissance aircraft to

film events.

Approaching the French coast in an ice storm, the raiders flew "on the deck" over the snow mantled countryside, relying on their speed to beat the flak. Smith's 487 Squadron led the attack, flying directly down the Albert-Amiens road, each aircraft dropping its 500lb bombs spot on target and blasting a breach in the huge outer wall. The second wave, No 464, completed its task of knocking the



end off the main building so effectively that the Operation's Commander, Group Captain Pickard, ordered the third wave home. Among the 258 prisoners who poured out through the breaches was the all important M Vivant. It was one of the most satisfying pinpoint bombing operations of the war.

Irving Stanley Smith was born on May 21, 1917 at Invercargill,

Southland, New Zealand. He was commissioned into the Royal New Zealand Air Force in 1939 and came to Britain later that year to train on fighters. In July 1940, on the eve of the Battle of Britain, he was posted to 151 (Hurricane) Squadron.

In October the squadron switched to night bombing, for which it received a number of Boulton Paul Defiants, not a particularly satisfactory aircraft. Smith was awarded the DFC in 1941.

In the following year 151 received night-fighting Mosquitoes, which greatly improved its effectiveness. In June 1942 he was appointed squadron commander and was awarded a Bar to his DFC the following month.

In February 1944, he was given command of a Mosquito strike squadron, No 487.

After the success of the Amiens raid this squadron carried out further pinpoint bombing in support of Resistance fighters after the Normandy landings. In August 1944 Smith led an attack on a barracks at Poitiers where German troops were assembling to attack the Maquis. A few weeks later 487 bombed the Gestapo headquarters at Metz. Smith was mentioned in dispatches in October he was again rested from operations and he served as an instructor on the Mosquito until the end of the war, when he was given a

permanent commission in the RAF.

He married in 1942, Joan Debenham, who was then a WAAF officer. She died in 1994. One of their daughters died in a car accident, but he is survived by a second daughter and a son, General Sir Rupert Smith, who was commander of the UN Protection Force in Bosnia-Herzegovina in 1995.

A Note from Mac Skinner

Association member Mac Skinner of Sorrento, Queensland has been prompted to write about Oboe and his experiences with it after reading the article by Herb Trevennen in the last two Bulletins. Thanks to Mac for the letter and the articles.

I am enclosing a couple of items, which may be of interest.

- (1) an advertisement from Flight magazine of 28th June 1945 giving the history of the Mosquito to that date with mention to the ongoing use of Mosquitos in the Pacific –
- (2) an article in Flight magazine of 6th September 1945 on Radar used by Bomber Command RAF and outlining “Oboe”.

In the Pathfinders there were 2 RAF Squadrons who used Oboe to mark specific targets for Main Force Bombers – 105 Squadron of 8 Group and 109 Squadron of 5 Group. As mentioned in the article,

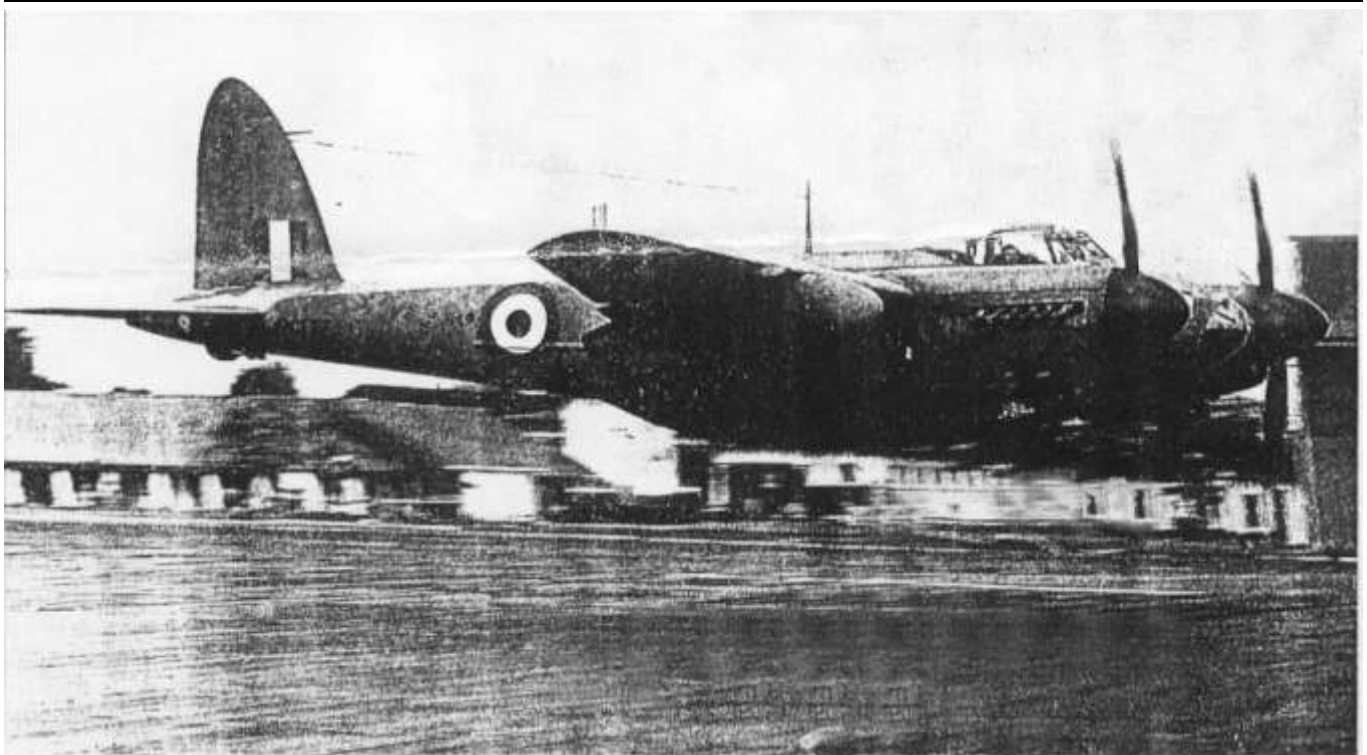
Oboe depended on signal beams transmitted from ground stations initially in England, which meant that because of the Earth’s curvature the receiving aircraft had to fly at a great height to effectively mark targets in the Ruhr. Also the plane had to be flown at a constant height and speed on a 17 yard wide path for the final 10 minutes onto the target. Consequently the Mosquito was the only bomber which fitted the bill on all counts. Following the D-Day invasion, mobile tracking and releasing stations were established in mainland Europe which allowed the range to be increased to Berlin and beyond. Incidentally Mosquito MK XVI GB-A of 105

Squadron in which I was navigator dropped the last RAF bomb on Berlin at 02:22 on the morning of 21st April 1945 from 28,000 feet – error was computed at 50 yards. The overall flying time was 4 hours 15 minutes.

On a trip to Reisa in Northern Germany we had to fly to 33,000 feet and duration of the trip was 4 hours 35 minutes.

Other PFF Mosquito Squadrons used H2S to mark for blanket bombing raids as opposed to the precision bombing of specific targets marked by Oboe. Mosquitos could carry 4 x 500lb. Bombs but the Mark XVI could carry 1 x 4,000lb. “Cookie” which was housed within a bulging belly.

Look Ma – No Wheels



An impressive example of low flying by a photographic reconnaissance Mosquito PR Mk 34 across the aerodrome at Hatfield. Tests in early 1941 confirmed the Mosquito as the world’s fastest operational aircraft, a distinction which it enjoyed for the next two and a half years.

Thanks to Alan Middleton for supplying the photo – he believes Geoffrey de Havilland was the pilot.

Capturing the RAAF's History – Orally

Association member Reg Spooner has taken on the role of Oral History Collection Coordinator.

The capture of Oral History was suggested by the RAAF Museum **due to the Association's high number** of ex RAAF personnel members.

This task is to approach veterans and ask them to reminisce about the old times during the war and their service life. A tape recorder will be used to capture the stories.

Later the stories will be translated,

recorded on paper and placed in the Museum to help build a comprehensive dossier on life and times in the services.

Reg has approached quite a few people as possible interviewers and interviewees.

If you can help out in any way whether it is assisting in the gathering or creating word processing documents of the interview please call or write to Reg.

He is especially interested in obtaining assistance from interstate

and international members. Please note that the people to be interviewed do not have to be Association members.

To contact Reg either phone him on:

(03) 9466 8158

or write to him at:

**2 Grange Boulevard
BUNDOORA
Victoria 3083**

The Mossie Documentation Project – cont'd

(Continued from page 2)

also to get the job done in a reasonable time span.

Melbourne and metropolitan Members will be the most obvious for a regular commitment, but Members from the country or interstate should also call and offer their services if they are visiting Melbourne at any time. Even one day's work is valuable and will ensure that the Mossie Restoration gets completed that much quicker.

Access to the Museum is for all practical purposes is by car - but if you don't drive, or can't get a lift from family or friends (families and friends can help too - many hands etc ...) then it may be possible to match you up with a Member who does drive. So don't let transport difficulties stop you from volunteering your time.

So what are we doing at this stage:

Cataloguing our collection of manuals, drawings, microfilm and photographs.

Determine if the manuals are complete and what portions are or are not relevant to the PR XVI.

Drawings - what have we got - what are relevant and then sort them into some semblance of order (I don't know what order yet, does anyone have any ideas - has anyone worked in production or maintenance - call me please).

Photos - identify and sort all the photos (and negatives) - practically all are unlabelled so we must determine what each is actually a picture of

What else is needed:

ANY information about building, maintaining, repairing and operating a Mosquito - not much really. Hey, even some parts of a Mossie would be useful.

Obviously other museums with Mossies are a source of information and these will be contacted by the Museum here. But it is all the other places and people that we need to make contact with. So if you have any material or information, or know anyone else who has something; it doesn't matter what it is - we would like to know about it. If it is something we haven't already got then we will make arrangements to collect, borrow, copy or whatever.

In other words, while we are cataloguing what material we have at Pt Cook we also want to catalogue all the documentation and information that you have - or know of .

Call Bob Stevens or myself now and put your name on the Roster.

Graeme Coates

Veterans Information

MAAA Member Brian Hall OAM sent this article in for the vets to ponder over.

It is interesting to note that in recent months we have had successful disability claims accepted for Post Traumatic Stress Disorder (PTSD) which is quite a breakthrough for WW2 veterans, particularly those former aircrew from the European conflict, plus of course, other areas, and it applies to ALL services.

The veteran/applicant must be prepared to attend a Medical appointment with a nominated DVA psychiatrist, after referral by his LMO. Statement of Principle ICD-9-CM Codes: 309.81 refers, and should be studied by the veteran prior to his application. DVA will provide a copy of the SOP if requested.

The successful applicant should not only benefit the veteran, but will be very useful, if needed, at a later date by his family, for pension benefits. It also permits the veteran to discuss

his wartime problems with a professional person, who can help combat the many memories stored up in the minds of so many veterans of WW2. You may be aware of ex service people who would fit into the category, and if so quietly advise them of the DVA procedure which would help them and ultimately their families.

The best advice is for the veteran is to discuss with his ex service representative, then lodge a Claim for Disability Pension (Form D2582) with his LMO and then DVA.

It is truly amazing that a number of entitled veterans, with accepted disabilities who continue with the CentreLink Aged Pension, when they should be receiving a DVA Service Pension.

CentreLink treat disability pensions as income and reduces the pension paid to the veteran. With the Service Pen-

sion the disability pension is non-taxable and non-assessable.

It also surprises me that many holders of the Gold Card continue with private health insurance which is costly and in my opinion, unnecessary. Check and make sure that you are correctly protected. This also applies to many war widows/widowers. If in doubt contact your local DVA office.

The Gold Card campaign – 1999, which originated in Adelaide last year with the support of the RAAF Association, has had terrific response from all over Australia and the donations etc. are greatly appreciated to cover running costs.

There is now a need to become more aggressive and tackle senior politicians for support.

Brian can be contacted at:

Vale

*It is with deep regret that we must announce the passing of the following members.
Our sincere condolences go to the loved ones they have left behind.*

JP (Paddy) Dempster

of DONGARA,
Western Australia

AF (Andrea) Fardy

of PORT MACQUARIE,
New South Wales

JH (Jim) Hess

of BALWYN NORTH,
Victoria

PD (Phillip) Molyneux

of RESERVOIR,
Victoria

C (Cec) Stammers

of TRARALGON,
Victoria

CA (Cecil) Wall

of MARGATE BEACH,
Queensland

BL (Basil) Watkin

of RUNAWAY BAY,
Queensland

RH (Bob) Wills

of FAIRFIELD,
Victoria

New Members

The Association welcomes the following new members:

Paul Brown

20 Woodvale Court,
Bell Park Heights, Victoria, 3215

Ken Cox

24 Selby Aura Road,
Menzies Creek, Victoria, 3159

Greg Keays

12 Woolwich Drive,
Mulgrave, Victoria, 3170

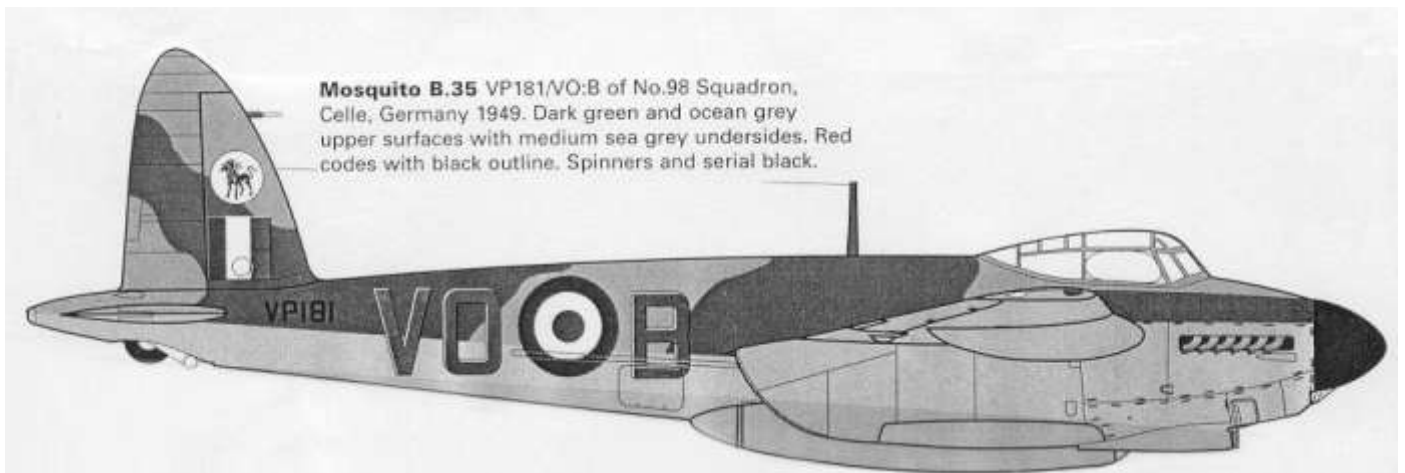
Why worry?

There are only two things to **worry** about -
either you are well, or
you are sick.

If you are well, there is nothing to **worry** about, but if you are sick, then there are two things to **worry** about -
either you will get well or
you will die.

If you get well, there is nothing to **worry** about, but if you die, then there are only two things to **worry** about -
either you go to Heaven or
you go to Hell.

If you go to Heaven there is nothing to **worry** about, but, if you go to Hell, you'll be so busy shaking hands with friends, you won't have time to **worry!**



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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