

A Century of Flight



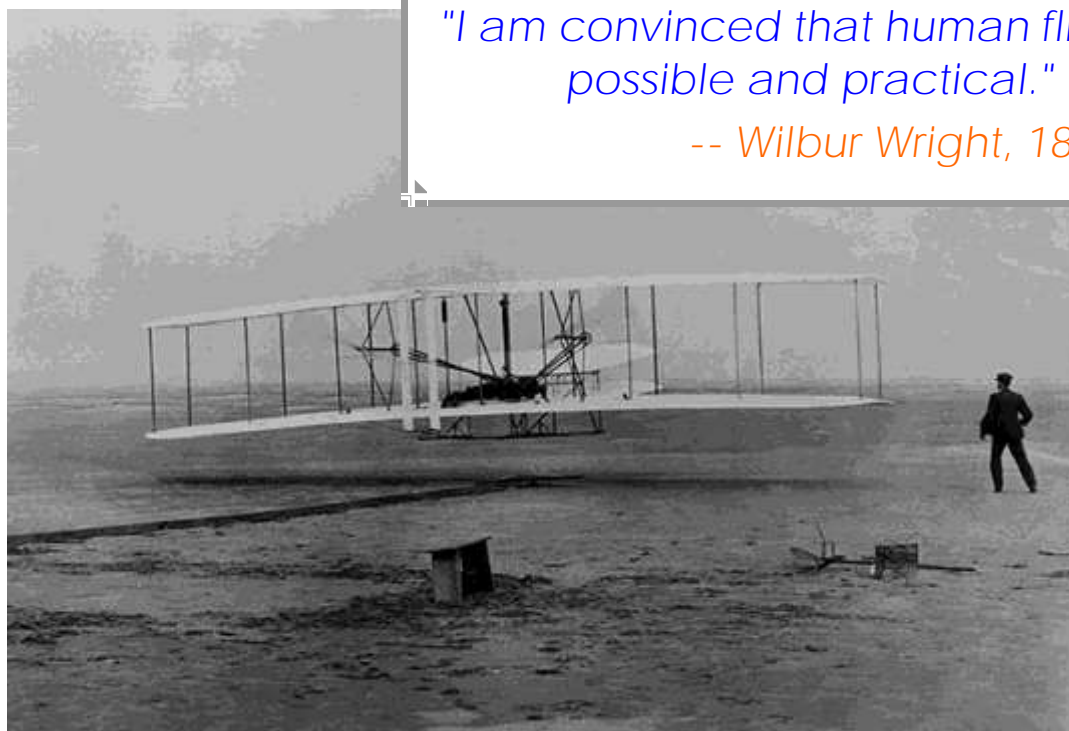
After a failed attempt on 14 Dec 1903 by Wilbur, the Wrights flew the world's first powered airplane at Kitty Hawk on 17 Dec 1903. Beginning at 10:35 AM, Orville flew it about 120-feet (in about 12 seconds), Wilbur, about 175 feet; Orville, about 200 feet, and, about 12:00 PM, Wilbur flew it 852 feet in 59 seconds.

This biplane had 40.3-foot span; 0.83-foot anhedral; 6.5-foot chord; 6.2-foot separation; 510 sq-foot area; 1/20 camber; 48 sq-foot double horizontal front rudder; 21 sq-foot twin movable vertical rear rudders; 21.1-foot overall length; and weighed 605 lb. The right wing was 4 inches longer to compensate for extra weight of engine.

This was the only aircraft the Wrights tried to preserve. Damaged by wind after 4th flight, they returned it to Dayton; Orville sent it to Science Museum in London in 1928; since 1949 the Smithsonian has displayed it as the world's first piloted powered airplane.

"I am convinced that human flight is possible and practical."

-- Wilbur Wright, 1899



Merry Christmas and a Happy New Year to you all

The President's Log—by Alan Middleton

By the time you receive this, 100 years of powered flight will have been celebrated throughout the world. Some of us will have been at Pt. Cook on Wednesday, 17 December when a Fly In took place and a variety of aircraft will have been viewed.

Aviation enthusiasts around the world will have been excited to think back, some through the last eighty years or more, and compare the achievements in the development and use of this mode of transportation for civil and military purposes. If there is a common bond that binds all peoples of the world, I can think of no other better than aviation.

During the last few months, we have had the pleasure of meeting distinguished members of our Association who have visited Point Cook and A52-600.

Our Patron, AVM (Ret'd) Sam Jordan from New South Wales, a wartime Navigator who flew several missions in 600, was in Melbourne for a re-union of Nav/W's. He visited Point Cook and contributed some of his knowledge to the restoration team.

Bob Cowper, DFC & Bar, from South Australia, who flew Defiants and Beaufighters over Europe and the Middle East and finished his operations in UK as Squadron Leader in command of 456 Squadron flying Mosquitoes. Bob visited with a friend who flew Lancasters in the UK.

Mac Skinner from Queensland served in UK with 105 Squadron as a Navigator/ Bomber and is credited with dropping the last bomb on Berlin on 21st April 1945, which was a 4000lb Blockbuster. He was also in the last raid on Keil.



A scarfing machine designed and built by Brett



Stan Long from Blackburn South also served as a Navigator with 105 Squadron and operated the new secret Oboe system – not a musical instrument.

I mentioned the Nav/ W re-union Sam Jordan attended. This was in October and was attended by eighteen former Navs with their wives where possible. Several of the guys served in Australian Mosquito squadrons, Nos 1,87 & 94, others in almost every type of squadron available. A very versatile bunch of guys!

John Brown is an artist of some note. After painting locomotives for some years, he produced one of a Tiger Moth, which he entered in the annual RAAF Heritage Award and won second prize. The Tiger carries the registration number (A17-388) of the Tiger in which our Member, Lindsay Collins, completed his first Solo in 1940. Lindsay spent a lot of his career as a Flying Instructor on Tigers and finished as a Pilot on Mosquitoes with 94 Squadron.

Our Member, Lyle Bell of Western Australia, is put out as he wanted his Tiger's number used as he also was a Tiger Instructor and a pilot with 94.

Lindsay was very helpful to John in checking details of the Tiger and, through this contact; John was moved to do a painting of our Mosquito—A52-600—that has resulted in a superb production.

Sam Jordan, The RAAF Museum and other members of our Association were helpful to John and he has acknowledged this by encouraging his outlet - Orion Fine Arts, to donate a small number of the prints to us for our disposal.

The prints we will have will be personally signed by the artist and also by one or two for-

The President's Log—by Alan Middleton—contd

(Continued from page 2)

mer aircrew members of 87 Squadron.

We sincerely thank John and Orion for this generous gesture.

The question then was -- what is the best way to dispose of the prints?

and your Committee decided that—

All Financial Members will be invited to submit their names for inclusion in a Ballot.

Names will be drawn out and the first names drawn equal to the number of prints available will be asked to send \$150 in confirmation of their entry.

If a name drawn declines to proceed, the next name on the drawn list will be invited.

A form to have your name to be in the ballot is included with this edition.

If you miss out on the ballot, or do not wish to enter, prints can be obtained for \$120 from Orion Fine Arts, PO Box 1241, Strathfield, NSW 2135. These will not be signed as above.

Your Committee has some concern about our ability to keep contact with our many Interstate members, apart from through this journal and is looking for suggestions. We value your membership and would value your ideas.

We know many will share our concern regarding the proposed disposal of Point Cook and we would welcome your input to assist in having the Birthplace of the RAAF retained and preserved.

We understand the Gliding Association is propos-

ing to conduct training for people interested in woodworking as applied to aircraft and, as the Mosquito is mainly wood, and woodworking seems to be getting to be a lost art, we are looking at the possibility of our Members participating in this venture.

The progress of

restoration of A52-600 is very encouraging. Ron Gretton and Geoff Matthews of The Friends of the Museum, work on it just about every day and have made enormous strides. Brett Clowes as Manager of the project has acquired a number of specialised tools to assist in the production of the many pieces, which make up the whole, and our Members are actively engaged in supporting roles.

Detailed paper and microfilm information continues to be transferred to computerised records and a database is painstakingly growing with the work of Graeme Coates, Bob Stevens, Noel Penny and their apprentices.

In February 2004 an Air Pageant is proposed at Point Cook and The Museum plans to have the Restoration Hanger dressed to inspire, with A52-600 as one of the main exhibits. So keep your eyes peeled for further notice of dates.

On behalf of your Committee I express our best wishes to all Members for Christmas the New Year and beyond.

Regards Alan.



An example of the craftsmanship being produced by Ron, Geoff and Brett.



The purchasing of equipment continues

Groaners — A man walks into a bar with a slab of asphalt under his arm and says "A beer please, and one for the road."

Point Cook—its Future or Demise ?

*The following are excerpts from the “Save Point Cook” website—www.pointcook.info
It is highly recommended reading. If you do not have access and would like a printed copy
please request one from the editor (see rear page for details).*

*Action must be taken now, if you believe the Federal Government has got the fate
of the RAAF’s premiere heritage Point Cook Base wrong.*

Speak up now or send letters of protest to your parliamentarians.

WHAT DEPARTMENT OF DEFENCE HAS NOW DECIDED FOR POINT COOK

Parliamentary Secretary Bailey 29 Aug 03 media release:

“The Commonwealth Government **has approved a freehold sale of RAAF Base Point Cook within the 2003/2004 financial year**, whilst retaining ownership of the RAAF Museum and a RAAF Heritage Precinct.

Today’s announcement follows twelve months of consultation and **the in-principle support by Federal, State and local governments for Point Cook to remain as an operating airfield, the RAAF Museum to remain at Point Cook, and the heritage aspects of RAAF Base Point Cook to be preserved”**

HOWEVER, THE DETAIL

Defence Department is preparing to sell off the majority of the Base, including the historic AFC WWI Southern Tarmac hangars and seaplane base, Officers Mess, Academy complex, RAAF Chapel, married quarters, and the entire airfield area, consisting of both sealed runways, grass runways and taxiways.

The Commonwealth will retain ownership of a Heritage Precinct inclusive of the parade ground, Headquarters building, several married quarters, AFC Memorial, and RAAF Museum.

WHAT IS WRONG WITH DEFENCE’S PLAN

IN SUMMARY:

- divides Point Cook Base into a Commonwealth titled and leased back sections within the larger privately owned property – a complex arrangement;
- puts the majority of the Base in the hands of a private owner and deserts the site to state and local planning and heritage jurisdictions;
- heritage orders control **what can’t be done** not **what can be done**;
- planning scheme won’t force owner to maintain airfield for use by GA;
- relies on new owners goodwill to develop with sympathy to heritage;
- relies on new owner’s interest to keep the whole airfield open;
- risks future changes of ownership and subdivision;
- significant heritage areas, Southern Tarmac, Chapel, Officers’ Mess in private hands – there are ways around development caveats.

Point Cook—its Future or Demise ? - contd

WHY POINT COOK IS A NATIONAL AND INTERNATIONAL AVIATION ICON

The legacy of Point Cook to Australian and RAAF history began in 1913 when the site was purchased by a far thinking Government in order to form a military aviation corps. This, just 10 years after the first flight of a heavier than air machine at Kitty Hawk. It is the birthplace of the RAAF (1921), and the oldest, continuously operating military airfield in the world. The first flying training course of the Australian Flying Corps (AFC) – the forerunner of the Royal Australian Air Force - commenced with four members on 18 August 1914.

The members of that course were Lieutenant Manwell, Captain R. Williams (later Air Marshal, Sir Richard Williams KBE, CB, DSO, Chief of the Air Staff and 'father' of the Royal Australian Air Force), Captain T. W. White (later Group Captain, DFC, Minister of State for Air and High Commissioner in London), and Lieutenant G.P. Merz. On 29 July 1915, Merz became the first Australian airman to be killed in action in Basra in what is now Iraq, just 3 months after the legend of the ANZAC's was born at Gallipoli.

Following the first World War, Point Cook remained the focus of Australia's developing aviation activities: the birthplace of the RAAF in 1921; the only military airfield until 1925 and the location of many 'firsts' both civil and military - the first aero club in Australia (1915), the first East/West (by Kingsford-Smith) and North/South (by Wrigley and Murphy) aircraft crossings of the continent, the first circumnavigation (by Goble and McIntyre) of Australia and the first international flight (by Williams and Walter).

It was a primary training base for the Empire Training Scheme during the Second World War with over 2000 pilots graduating during that conflict. Subsequently, Point Cook was the primary training base for all military pilots – Army, Navy and Air Force, until flying training ceased there in 1992.

Point Cook was the home for Australian military flying training, initially for the Australian Flying Corps, then of all RAAF flying training - and later, also the Army and Royal Australian Navy – for over 60 years to 1993 and the home of the RAAF educational and training institutions for RAAF officers since 1947. The buildings at Point Cook hold the memory of those who have gone on to defend our Nation in times of conflict; there are many National Aviation Memorials on the site and the ashes of many who have served our nation are scattered there.

RAAF POINT COOK IS A LEGACY OF COURAGE, GALLANTRY, AND SACRIFICE OF GENERATIONS OF AUSTRALIAN AIRMEN AND AIRWOMEN.

WE MUST MAINTAIN AND PROTECT A PIECE OF THE RAAF'S HERITAGE, BUT ALSO WOULD CELEBRATE THE SPIRIT AND THE LEGACY OF AUSTRALIA'S AVIATION BIRTHPLACE AND THE INTRINSIC CORE VALUES INHERENT IN THE ROYAL AUSTRALIAN AIR FORCE.

AUSTRALIANS HAVE PLAYED A MAJOR ROLE IN THE PIONEERING DEVELOPMENT OF WORLD AVIATION, AND AVIATION HAS PLAYED AN IMPORTANT ROLE IN THE DEVELOPMENT AND DEFENCE OF AUSTRALIA, NOT ALL OF OUR HERITAGE AND CULTURAL ICONS ARE IN SYDNEY HARBOUR, OR RELATED TO CONVICT DAYS!

POINT COOK IS A UNIQUE HERITAGE AIRFIELD WORLD-WIDE AND SHOULD NOT BE TREATED AS THE "POOR COUSIN" COMPARED TO DEFENCE HERITAGE SITES IN SYDNEY HARBOUR OR POINT NEPEAN.

Small Research Project—help wanted

Can you assist with preparing a short history of the Point Cook Base?

This project involves summarising the history from a longer document and typing the information. If you can assist, please contact Teena on (03) 9256 1236 or email teena.cardillo@defence.gov.au or drop her a line at the RAAF Museum, Point Cook. The project can be completed via email, if you wish.

Groaners — My friend drowned in a bowl of muesli. He was pulled in by a strong currant.

Pat Fillingham—Mosquito Test Pilot

Pat Fillingham, test pilot, was born on February 27, 1914.

He died on July 17, 2003, aged 89.

One Friday in August 1951, after a busy month flying Mosquito bombers, Vampire jet fighters, Doves, Rapides and Chipmunks, the de Havilland test pilot Pat Fillingham took off in a Moth Minor for a relaxing weekend in France with his fiancée Sonja. Over Windsor the engine spluttered and cut dead. Fillingham force landed on Smith's Lawn polo ground, where a groundsman gave directions to the nearest public telephone two miles away.

Fillingham was already a noted test pilot having flown every model of the de Havilland Mosquito, including the variants built in Canada and Australia.

In May 1946 he had made the first flight of de Havilland Canada's Chipmunk, which succeeded the Tiger Moth as perhaps the world's best primary trainer.

William Patrick Ingram Fillingham was born at Sutton Coldfield in 1914. He was educated at Worksop College and the de Havilland Aeronautical Technical School. He learnt to fly in

the RAF Volunteer Reserve at Perth, soloing in a Tiger Moth in February 1937 and qualifying for his RAF wings in November 1938.

On graduating as an aeronautical engineer in 1939 he joined the de Havilland Aircraft Company as a junior test pilot.

War brought big orders for new production aircraft each of which had to be meticulously flight-tested. By April 1940 he was making more than 150 flights a month, mostly clearing new

now rolling out de Havilland's formidable 'unarmed bomber with fighter speed'. His job was to advise the local de Havilland companies on Mosquito flight-testing. While in Canada he demonstrated Toronto-built Mosquitoes at a dozen military air bases, helping to win a substantial USAAF order.

Back in England, where Mosquito production was running at five aircraft a day, he found himself flying more than 100 Mosquito test sorties a month. He

flew more than 2,200 Mosquito sorties, undoubtedly a record.

In 1944, production of the DH103 Hornet - the world's fastest propeller fighter - added to the workload.

Though the Mosquito always remained his favourite aircraft, he so admired

the Hornet that he once flew it wearing a bowler hat.

He was quite a reserved person, never giving interviews or making speeches, but colleagues unfailingly recall his

(Continued on page 9)



Fillingham after winning the Goodyear Trophy in 1952, with his wife Sonja.

Tiger Moths. By September 1942, as chief production test pilot he was making 30 Mosquito sorties a month.

In 1943 de Havilland sent him to Toronto and Sydney, where additional production lines were

Groaners — Two cows are standing next to each other in a field. Daisy says to Dolly

"I was artificially inseminated this morning." "I don't believe you," said Dolly. "It's true, no bull!"

2004 RAAF Museum Air Pageant

Celebrating 90 years of flying at Point Cook

Sunday 29 February 2004

Come along and be part of the fun as we celebrate 90 years of flying at the birthplace of the RAAF, Point Cook.

The 2004 RAAF Museum Air Pageant will feature handling demonstrations by some of Australia's best-loved types, together with RAAF's aerobatic team the Roulettes. The Pageant will pay tribute to the RAAF's feeble beginnings as the Australian Flying Corps, prior to World War I.

Admission is \$10 adults, \$5 children or \$20 per car. Gates open at 9am. Flying program begins at 2.30pm

Confirmed acts for the show:

* RAAF Roulettes * Southern Knights Aerobatic Team * Spitfire * Vampire
* Tiger Moths * Mustangs * CT4s * DC3s * Sopwith Pup * Harvard * Winjeel

A little closer to the ground:

* RAAF Balloon * Historic Military Vehicles * RAAF Central Band

(Airshow details are subject to change without notice)

Food, drink and merchandise available on site. Parking on-site.

While you're here, catch up with the latest developments at the Museum, which include the installation of our Long Tan helicopter and the target-towing single, seat Vampire and our Special Exhibition, 'War Without Boundaries' Australia and the War on Terrorism.

Keep your eyes peeled for Air Pageant developments, which will be posted to this site as they came to hand.

More Information

Email us at raafmus@ozemail.com.au and we'll forward a pdf file of our pageant flyer to you, or send us your postal address and we'd be happy to mail you one.

Of course, you can always phone the Museum - Call 9256 1300 during business hours or 9256 1040 on weekends for details

Staying in town?

If you're looking for somewhere nearby to put your feet up for the weekend, or want to find out about the many local attractions in Werribee and Point Cook, visit Werribee Tourism on-line at www.werribee.org.au for all the details.

Groaners — Answer-phone message: "....If you want to buy marijuana, press the hash key...."

Book Review by Brian Fillery

Low Attack, The Story of Two Mosquito Squadrons, 1940-43
by Wing Commander John De L. Wooldridge, DFC*, DFM.
Originally Published Sampson Low, Marston & Co., Ltd, 1943.
Published by Crécy Books Ltd, 1993.

The book describes, via actual crew reports, the use of the Mosquito in low level bombing raids on Europe by 105 and 139 Squadrons. Many of the reports are very humorous, such as "Everything with this trip went well until we took off", and the book is well worth reading. It includes many photos taken during raids and a number of action drawings.

I have read many descriptions of the Mosquito but those below would have to be rated with the very best.

Page 9. "The Aeroplane.

The machine which was used on this particular morning [31st May 1942] was the Mark IV bomber version of this now famous aeroplane, with which 105 Squadron had recently been equipped. Powered by two Merlin 21 engines and carrying two thousand pounds of bombs, it gave every prospect of becoming an extremely

formidable aeroplane. It was built for attack. It carried no guns of any type, and only just enough armour to protect its crew. Its sole form of defence was its terrific speed, by means of which it could outpace any adversary, given a fair chance. Everything about it spelt aggression, from its slim, dart-like fuselage to its enormous propellers and spinners. Although docile and easily controlled by its pilot, it was a nasty, vicious little brute to have to tackle, and many a German fighter pilot has found it to be an extremely slippery customer too try and lay one's hands on. There have, of course, been instances of Mosquito bombers being shot down, both by German fighters and by anti-aircraft fire, but the histories of these two Squadrons who used them regularly show a remarkable record of escapes from Teutonic malevolence, and they show, too, that Mosquitos, even when severely damaged, are capable of being flown home to their base safely. There have been many outstanding instances of young pilots, many engaged on their first operation, returning home in a large hole held together by pieces of aeroplane and carrying out very successful forced landings. The number of single-engined return flights is now beyond record, for the Mosquito may be flown on one motor almost as easily as on two, and it never develops any vicious tendencies to upset a harassed crew. As one humorist on the Station has put it - de Havilland built the Mosquito as a single-engined kite, and then they slapped another on for luck to see what would happen'. Be that as it may, the sweet handling qualities of this brilliant little aeroplane in an emergency have saved the lives of countless numbers of flying men.

The Crew.

The Mosquito carries a crew of two, a pilot and a navigator, who sit side by side beneath the small streamlined glass canopy. Everything in the cockpit is extremely compact and comes easily to hand. The nose is of glass, and is easily accessible for the navigator, who enters it through



Groaners — Two hydrogen atoms meet. One says "I've lost my electron." The other says "Are you sure?"

The first replies "Yes, I'm positive."

Pat Fillingham—Mosquito Test Pilot—contd

(Continued from page 6)

sense of humour. In September 1940, when the Battle of Britain was raging overhead, the boffins asked him to test a new atmospheric instrument. This meant flying an unarmed Dominic biplane at 15,000ft over southern England. When his flight test engineer asked what they were supposed to do if they encountered a Messerschmitt, Fillingham said. "Don't worry, I'll wave my Nazi armband" - which he duly wore.

Peace brought big export and home orders for Dove and Heron commercial transports, Chipmunk trainers and Vampire jet fighters. Mosquitoes and Hornets were also still rolling off the production lines, joining the queue for air tests, demonstrations, customer crew-training, ferry flights and customer deliveries.

Later in the 1950s, as de Havilland struggled to recover from the Comet 1 disasters, Fillingham turned his skills to testing the modified and redesigned Comets. He flew RCAF Comet 1As, RAF Comet 2s, BOAC Comet 4s, BEA Comet 4Bs,

Mexicana Comet 4Cs, and variants for export customers. He took particular pleasure in delivering BOAC's first Comet 4s to Heathrow in September 1958.

The following month one of these inaugurated the world's first transatlantic jet services, beating Pan American's Boeing 707s. When that plane was retired by Dan-Air, he flew it to the Duxford air museum.

After the Comet 4s came the Trident series of trijet airliners, which came off the Hatfield production line from 1963. The Trident was the fastest subsonic jet airliner ever, and the first to be certificated for automatic landings in zero visibility. Customer crew-training took Fillingham to many countries. His most notable assignment, in 1972, was the delivery of China's first Western jet airliner. He and a fellow test pilot flew CAAC's first Trident from Hatfield to Canton. He made further visits to China, and trained Chinese crews.

He retired in 1975 as deputy chief test pilot of Hawker Siddeley Aviation (into which de

Havilland had been merged). In the last years of his career he enjoyed shuttle-flying the company's 125 executive jets around Europe, and displaying his beloved Mosquito T3 RR299 at air shows.

When he made his last flight he had flown 11,450 hours and 120 different aircraft types, including such rarities as the Flamingo, Albatross, Defiant, Battle, Henley, Botha, Cirrus Moth, DHS4 Dragon, Audax, Lysander, Mew Gull, Vengeance, Catalina and Queen Bee.

Fillingham was awarded the Queen's Commendation for Valuable Service in the Air in 1970 and the Guild of Air Pilots and Air Navigators Derry and Richards Medal in 1973.

Flying the Chipmunk G-AKND, he was British air racing champion in 1952 and winner of the Goodyear Trophy in 1952 and the King's Cup in 1953. He was a Fellow of the Royal Aeronautical Society, which awarded him its RP Alston Memorial Medal and a Master Air Pilot.

He is survived by Sonja, whom he married in 1952, and by a

Mosquito Publications—what have you got?

The MAAA wishes to build up a list of Mosquito publications that are held by its members.

During the restoration there will be occasions when access to different publications will be invaluable to assist research projects.

We seek a list of publications that you own, whether you are prepared to loan them, when required, and if you are willing to donate them now or in the future to the Association.

Please drop a line, if you can help, to:

Noel Penny
2/109 MaCrae Street
Dandenong
Victoria 3175

Groaners — A man takes his Rottweiler to the vet and says "My dog's cross-eyed, Is there anything you can do for him?" "Well" says the vet "let's have a look at him." So he picks the dog up and examines his eyes, checks his teeth, etc. Finally he says "I'm going to have to put him down." "What? Just because he's cross-eyed???" "No, because he's really, really heavy."

From the Mailbag

Hi Bob Greetings,

I refer to my article about Mosquito Aircraft production in Australia during WW2 published in your September newsletter. I state that a Mr Ray James was Chief Engineer at De Havilland's Engineering Office located at Camperdown in Sydney which is true.

However I have received feedback that this is causing conceptions that Ray was Chief Engineer for the Mosquito project. This is not the case. A very distinguished engineer Mr John Mills FIEAust. was the overall Project Manager for the Mosquito project located at another venue.

I would be grateful if you could please publish this statement in your next Newsletter to clear up these misconceptions and in fairness to John.

Sincerely,

Arthur S Edwards FIEAust EAACE CCE Emeritus

The Editor MAAA,

I was wondering if any of your members flew with 82 Squadron (RAF) in Burma 1945. I'm researching the service career of my Uncle who was a Navigator in the squadron. Any help would be most appreciated.

regards

Howard Sandall (England).

Howard can be emailed on "ENROUTE62@aol.com" or send any information to the Editor for on-forwarding.

Hi Bob,

My dad was with 87th Photo Reconnaissance Squadron at Coomalie Creek in '44 and '45. Sadly Dad died about 7 years ago.

Mum and I have been through the family photos and scanned all his "war" photos (>130), most are from Coomalie Creek and a few from Darwin.

There are shots of many people

Dad and some blokes with PR cameras.



(Continued on page 11)

Groaners — A man walks into a doctor's office. "What seems to be the problem?" asks the doc. "It's... um... well... I have five penises" replies the man. "My God!" says the doctor "How do your trousers fit?" "Like a glove."

From the Mailbag—contd

(Continued from page 10)

who we cannot identify but who, we are sure, would like a copy for their own family history purposes.

We would like to know how you think we could identify the unknown people and make available the photos to ex-Coomalie



Creek families?

We could send a CD to someone who may be able to throw some light on the situation. Any suggestions would be welcome.

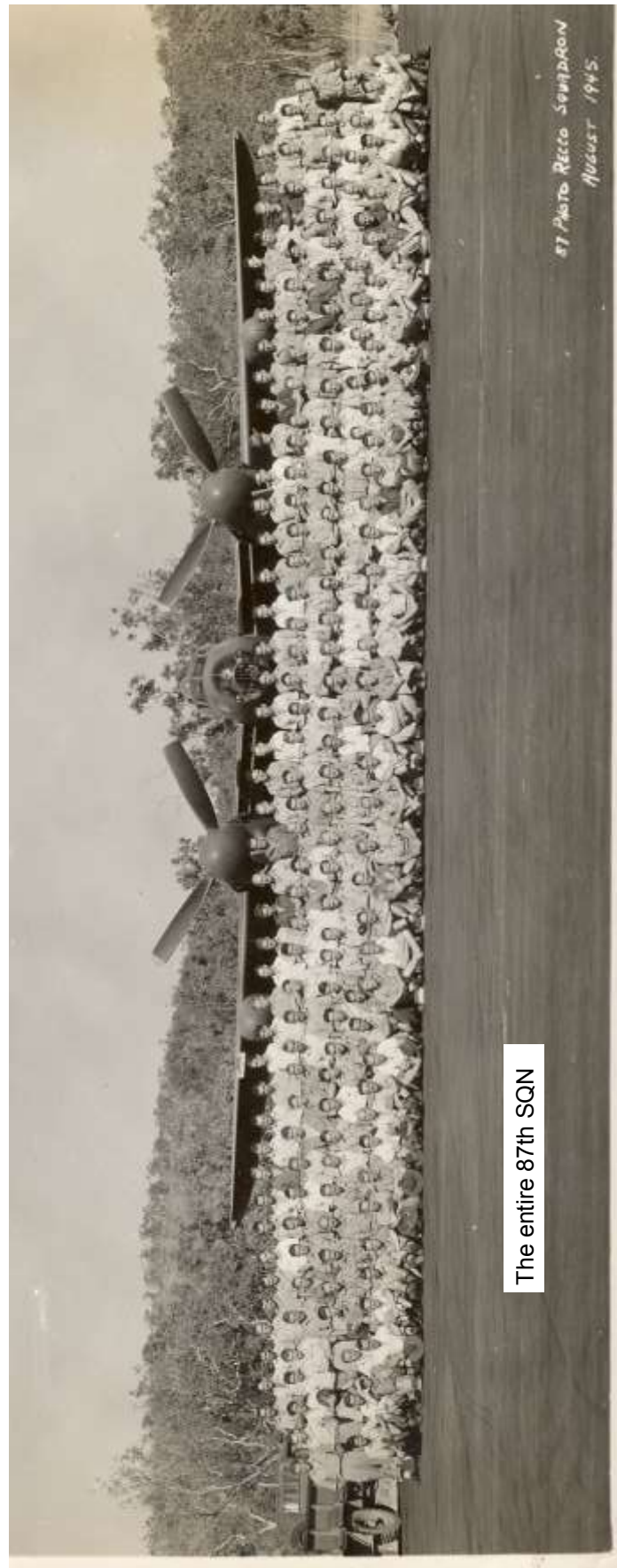
Included are a few samples of the photos that we have scanned to CD:

- ◆ one of Dad with some PR blokes
- ◆ 87th Squadron
- ◆ 87th Squadron logo

Regards, Ian Ray

If you can help, Ian can be contacted at the following address:

*71 Morey Road,
BEAUMARIS
Victoria 3193*



The entire 87th SQN

Groaners — Two Eskimos sitting in a kayak were chilly, but when they lit a fire in the craft, it sank.

This proves once and for all that you can't have your kayak and heat it too.

Book Review by Brian Fillery—contd

(Continued from page 8)

an opening in the panel in front of his seat. The nose is fitted with a standard bomb-sight, and on high-level bombing flights the bombs are released by means of this. On low-level roof-top raids the bombs are released by the pilot, who has the necessary release button nicely positioned near his left thumb. On these latter occasions a bomb-sight is unnecessary, the principle being to lob the bombs off from such a low height that they cannot miss."

Page 23.

"The raid on Jena was a fitting climax to their low-level operations, and it must have finally proved to the enemy that in the Mosquito bomber he was not dealing with a pretty plaything, but with a sharp and formidable weapon which was capable of dealing hard and sudden blows. As the Air Officer Commanding the Group to which the Mosquitos belonged said in a telegram of congratulation to the two Squadrons: 'Mosquito stings judiciously placed are extremely painful.'

For those of us who flew the Mosquitos on these attacks the memory of their versatility and their achievements will always remain. It would be impossible to forget such experiences as the

thunderous din of twenty aircraft sweeping across the hangers as low as possible, setting course like bullets in tight formation for the enemy coast. The whole Station would be out watching, and each leader would vie for the honour of bringing his formation lower across the aerodrome than anyone else. Nor would it be possible to forget the sensation of looking back over enemy territory and seeing your formation behind you, wing-tip to wing-tip, their racing shadows moving only a few feet below them across the earth's surface; or that feeling of sudden exhilaration when the target was definitely located and the whole pack were following you onto it with their bomb doors open, while the people below scattered in every direction and the long streams of flak came swinging up; or the sudden jerk of consternation of the German soldiers lounging on the coast, their moment indecision, and their mad scramble for the guns; or the memory of racing across The Hague at midday on a bright spring morning, while the Dutchmen below hurled their hats in the air and beat each other over the back. All of these are unforgettable memories. Many of them will be recalled also by the peoples of Europe long after peace has been declared, for to them the Mosquito came to be the ambassador during their darkest hours."

Many thanks to Brian for this article. Ed.



Height first

"Could you land anywhere decent from this height without engines?"

"Of course not, silly. Why?"

"Oh, nothing—only this tank change-over cock has stuck half way."

Published by The de Havilland Aircraft of Canada Ltd.,
Toronto, 1944

Groaners — A sandwich walks into a bar. The barman says "Sorry, we don't serve food in here."

From the Mailbag—contd

(Continued from page 11)

To all Truscott Veterans, relatives and friends.

There will be a reunion at Truscott from Saturday 15th May until Saturday 22nd May 2004. This reunion will mark the 60th Anniversary of the construction of Truscott.

We have not been able to hold reunions for the past two years because of extremely high air fares and problems with very expensive public liability insurance.

The airfares problem can be overcome by flying in from Perth rather than through Darwin. Qantas, as of 1st May 2004, is introducing a direct service from Perth to Kununurra every Saturday. Fares will be \$574.82 return.

If you plan to attend, or believe that you would like to, please advise us now of your name and a list of possibles now, so that we can keep you fully informed.

Best wishes for a Happy Christmas,
Howard Young,
Truscott Base Tribute Committee Inc
P.O. Box 1108
KUNUNURRA, WA. 6743

Ph: (08) 9168 1653 or Fax: (08) 9168 1765

Mob: 0417 943 504 or

Email: Truscott@wn.com.au



At right: Five West Australian Mosquito Pilots—No.1 Sqdn Labuan.

Ray Taylor, Syd Goddard, Jack McDaniel, Colin Cook and Jack Murray.

Photo courtesy of Member Syd Goddard.



At left: A52-533 at Labuan airstrip during October 1945.

Photo courtesy of Member Doug Harris.

Groaners — I went to the butchers the other day and I bet him fifty bucks that he couldn't reach the meat off the top shelf.

He said "No, the steaks are too high."

Pushing the envelope

During this centenary of flight it is worth while reflecting on the couple of intrepid flyers who pushed the bounds of endurance of both men and aircraft.

The pilot mentioned in this article was the father of a past MAAA Committee member Allen Alcock.

The year 1919 was a pivotal one in the progress of aviation. The crude, uncertain machines of the first decade of aviation had been refined by the needs of war.

Consequently, comparatively reliable machines, with a range in excess of 500 miles and cruising speeds approaching 100 mph were commonplace. With the coming of peace, those connected with aviation were well aware that the future now lay with transportation.

The problem facing airmen in 1919 was to convince stilted-thinking governments and a doubting public that the aeroplane could become a safe and respected vehicle for people and freight.

The curtain was about to rise on the first of a series of great flights that would take place during the 20 years between world wars. This period of aerial extravaganza would take the aeroplane out of the realms of fingers-crossed barn-



storming into the era of the great airlines.

Captain John Alcock and Lieutenant Arthur Whitten Brown

(Continued on page 15)



▲ Alcock and Brown's Atlantic crossing finished ingloriously — nose down in an Irish bog. Arthur Whitten Brown never flew again.

Groaners — A guy walks into the psychiatrist wearing only Glad Wrap shorts.
The psychiatrist says "Well, I can clearly see you're nuts."

Pushing the envelope—contd

were the first to stride onto the world stage.

While Alcock flew the plane, Brown did the navigating and kept the log.

On June 14, 1919, after two other aircraft had failed to make

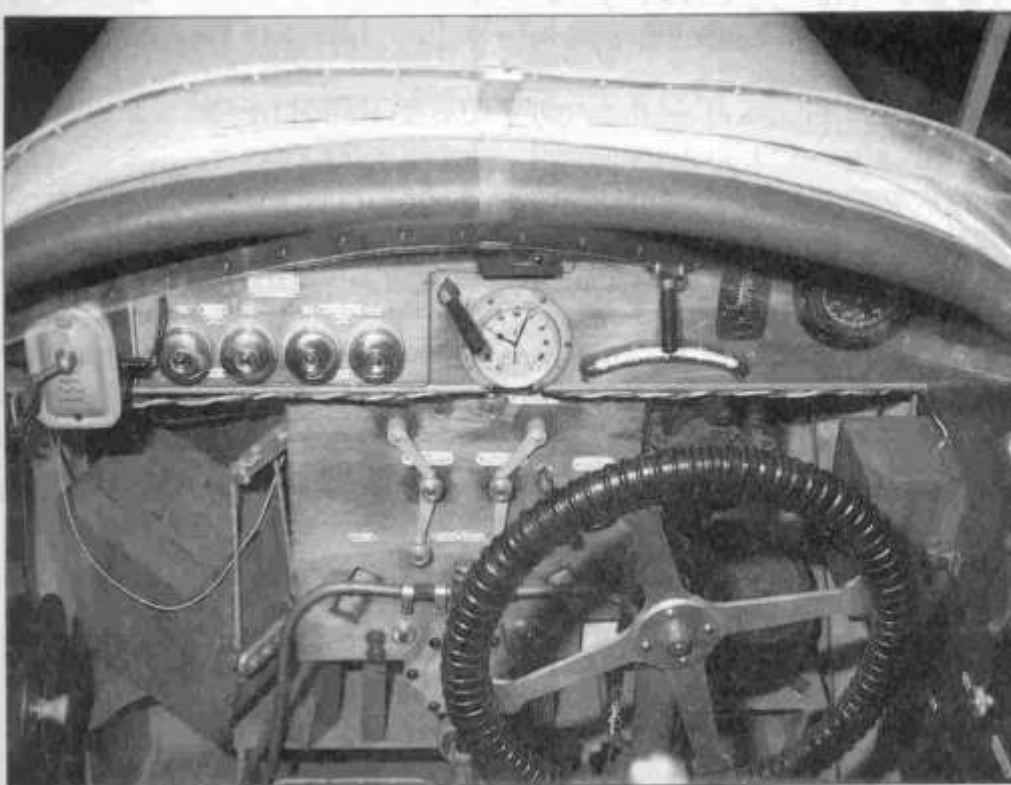
away and the noise, combined with the slipstream, made further conversation impossible.

The flight almost came to an end when the Vimy spun out of control in cloud. Alcock's expert flying recovered the aircraft a

the *New York Times* editorialised: "Like Alexander, the record breaking aviator will soon weep because he has no more worlds to conquer.'

There are many versions of the story of Alcock and Brown's

flight, yet not all the accounts tell the same story. One description tells of Brown climbing out onto the wing of the plane to chip away ice from the front of the engines, while still in mid-flight. However this has since been proved false, as it would have been almost impossible for Brown to have climbed out and sur-



▲ The cockpit layout of Vimy G-EAOU is almost identical to this mock-up of the cockpit of Alcock and Brown's Vimy in London's Kensington Science Museum. It illustrates just how few instruments the 1919 trailblazers had to work with.

the Atlantic crossing, they took off from Newfoundland. Loaded to the gills with 870 gallons of fuel their Vickers Vimy barely cleared rising ground at the end of the potato paddock airstrip.

Within an hour the starboard engine's exhaust manifold blew

few hundred feet above the Atlantic when they mercifully broke clear of the cloud.

After 16.5 storm-tossed hours the flight ended with the Vimy ingloriously perched tail-up in an Irish bog.

Brown never flew again! Saluting "these daring Englishmen"

vived. Brown was also lame in one leg, as a result of being shot down in World War One, making the task even more difficult to achieve.

And in the logbook, which he wrote in every hour during the journey, Brown never mentioned walking on the wing.

Groaners — Two cannibals are eating a clown. One says to the other "Does this taste funny to you?"

... STOP PRESS ... STOP PRESS ... STOP PRESS ...

The MAAA (in particular Arthur Winton and Don Taylor) have become the proud owner of a Rolls Royce compatible 'spider', a major missing part of one propeller. This will now enable the set of two propellers to be reconstructed and mounted on stands, ready for assembling on A52-600 in the future.

This would not have been possible except for the generosity of two people:

- ◆ Glyn Powell of Auckland, New Zealand for making the part available; and
- ◆ Bill and David Gibson of Gibson Freight (Australia) Pty Ltd, who transported the part from New Zealand to Point Cook.

MAAA member Greg Keays undertook the search for the missing part and liaised with Glyn, our thanks to him for his efforts.

The MAAA wish to express their sincere gratitude to Glyn, Bill and David and their companies for their assistance with the A52-600 restoration.

New Members

The Association is pleased to announce and welcome the following people who have joined as members since the last Bulletin was published:

JT (John) Boocock of ELTHAM, Victoria

JL (John) Jacobson of DONCASTER, Victoria

BF (Brian) Martin of FRANKSTON SOUTH, Victoria

Welcome to all, we hope you all have a long, enjoyable association and take an active interest in the restoration of A52-600.

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Groaners — Two fish swim into a concrete wall. The one turns to the other and says "Dam!".