

Mossie Restoration Update

The weeks leading up to the Avalon airshow are always busy at the RAAF Museum, perhaps none more so than this year. With little advance warning, the Restoration team began work on a third rear fuselage half structure. This one was not destined to become part of A52-600, but a separate display piece to show the unique construction methods employed on Mosquito aircraft. The main objective is to allow visitors to see both the structure itself, and the interior of the fuselage (since this will be largely hidden on the completed aircraft). Results of the team's endeavours are outstanding!

Most of the work to create this display was carried out by the experienced duo of Geoff Matthews and Ron Gretton, long serving volunteers at the Museum, under the direction of Restoration Projects manager Brett Clowes. As the accompanying photos show,

this section of fuselage has been stripped back to the bare essentials at the tail end. It shows the Sitka spruce timber strengtheners exposed, then various stringers connecting them. Inner skins are next, made from birch five ply Type GL 1 (with grain offset at ninety degrees from ply to ply). These sheets are only 2mm thick, and the plies are bonded under heat and pressure with synthetic phenol formaldehyde glue. Incidentally

these glues within the plies themselves on the aircraft are still in pretty good shape, unlike the urea formaldehyde glues bonding the major structural elements, which have crystallised and lost most of their bond strength. The plywood sheets in this section of the fuselage are laid at forty five degrees to the centreline of the aircraft, to take out loads imposed by elevator and rudder control surfaces, tail wheel and so on. They're also scarf-jointed together, with an overlap angle of one in twenty.

Next come the 10mm thick balsa panels, which are cut to shape and laid up on the inner skin, then shaped to match the fuselage curve. The outer skin panels, also of 2mm thick ply, are added next, and all the sandwich construction elements are bonded together with one of the current marine (West System) epoxies. Dur-

ing the construction phase, all timber elements are held in place over a male mould with 'armadillo' straps; these are tough, flexible metal strips about 120mm wide, each pulled down firmly and clamped in position until the epoxy bond is complete. These straps are not shown on the display section.



Author of this article—Terry Burke beside the reconstructed tail wheel piston and yoke.

The President's Log—by Alan Middleton



The 15th August 1945 was a most important day for all Australians and, in fact, for the whole world, for it was on this day that the World War in the Pacific Region ended.

The 15th August 2005 is the 60th Anniversary of this momentous occasion and will be commemorated throughout Australia in many ways.

Your Association has a particularly close tie with that date as our research, supported by David Vincent in his book, *Mosquito Monograph*, reveals that the last operational sortie by an RAAF aircraft was by a Mosquito A52-609 of 87 Sqn based at Coomalie Creek south of Darwin. We would be interested to know the present addresses of the crew on this sortie, Bill Maitland and Bill Reedy, if anybody can assist.

Additionally, Mosquito A52-600 being restored by the RAAF Museum at Pt. Cook, was on strength with 87 Sqn. and is the only Mosquito remaining which saw operational service with the RAAF.

To commemorate the link between the end of the war and the Mosquito it is proposed to hold a service at Coomalie Creek and another at Pt. Cook on or about 15 August 2005. Details of these gatherings, when finalised, will be available to Members who return the Expression of Interest Form included with this issue.

We have written to a number of Members of Parliament advising them of our outline of activities, requested their assistance and have received favourable responses. We have also been in contact with the RSL Darwin, the RAAF

Museum and Richard Luxton, the owner of Coomalie Creek and have received encouraging replies, so we have high hopes of successful ventures.

The restoration of A52-600 continues with our team playing a supporting role, particularly with the development of the computerised database. I recently received a letter from Athol Holtham who was one of the original team on A52-600 at Richmond and a long term Member of MAAA. Athol outlined some of the problems the Richmond team had and was concerned that the pioneering work at Richmond had been overlooked. I assured Athol this was not the case as, without their work, the project would not have reached the stage it is at today. I am pleased Athol still retains his interest and I thank him for this.

Just as a note of caution to all our Volunteers at Pt. Cook, I remind you that it is essential to remember we are privileged to see and hear things not available to others and ask that these confidences remain with us.

A matter of interest caught my eye when I recently browsed through an old encyclopaedia. It recorded that the enemy invasion fleet in the Coral Sea in 1945 was first sighted by a 32 Sqn Hudson captained by P/O P.J.E. Pennyquick when patrolling from Horn Island.

I was able to contact Pete Pennyquick whom I knew when he was a Flt./Lt. Pilot and I was a Navigator with 94 Sqn flying Mosquitoes at the end of the war, but I had not previously been aware of the significant part he had played.

Belated congratulations Pete.

Regards Alan.

This is the first and last update in an MAAA Bulletin, if you have any suggestions, queries or are interested in participating in the Commemorative day at Coomalie Creek or Point Cook, please contact Terry or Allan—ASAP or sooner.

Mossie Restoration Update—contd

(Continued from page 1)

Further work remains before completion. Aircraft grade cotton medapalam fabric will be glued on to the external surface of the fuselage next, with a section of it left unpainted. Then a doped section (red oxide aircraft dope), and a finish-painted section in RAF photo-reconnaissance blue. Some external markings will be added to give it that final touch of authenticity. The interior will be painted in the original “grotty green”, then dressed with added fittings, earth straps etc. as parts become available. Mock-ups of Frames 6 and 7 are already in place, as can be seen in the photos. Look for it on your next visit to the RAAF Museum, or stay tuned to this news letter for the next episode.

Footnote 1:

One of the Higher Ups in the Museum hierarchy asked, in September or October last year, “what about making an extra half rear fuselage for a static display?” The Restoration team made polite affirmative noises and got on with real life. The next they heard on the subject (also from the HUIM) was “can you have it ready for Avalon week?” Since this was in late January 2005 (just over a month before the due date), a thoughtful silence ensued, final-



Geoff Matthews proudly displaying his and Ron Gretton's handiwork—the extra half rear fuselage for static display at the Museum showing the construction of the fuselage.

ly broken by something like “weeeeellll, if we stop work on everything else.....” Needless to say it **was** ready for Avalon week.

Footnote 2:

Two grey-painted stands are visible beside and behind the fat bloke in one of the photos, one supporting the restored tail wheel assembly, the other supporting the display rear fuselage half. These were both made by MAAA volunteer Pat Dulhunty, who is recovering from a nasty work accident some six months ago. His rehab program has included working on projects like this at the RAAF Museum; well done, Pat!

Brian Fillery's Bits and Pieces

The following is from the RAF website at:

www.raf.mod.uk/bombercommand/aircraft/mosquito.html

"An example of the tremendous accuracy achieved by Mosquitos can be shown by comparing figures for the attacks on the V-weapons sites. The average tonnage of bombs required to destroy one of these sites by B-17 Flying Fortresses was 165; for B26 Marauders it was 182 tons and for B25 Mitchells 219 tons. The average for the Mosquito was just under 40 tons!"

SIGNS—On a taxidermist's office: “We really know our stuff”

Highball Mossie Restoration

This article from Aeroplane June 2003 was forwarded by member Noel Penny

At the Camden Museum of Aviation, Kogarah, New South Wales, restoration of de Havilland Mosquito FB.VI HR621 is progressing well under the leadership of Alan Thomas, with work currently focused on the fighter bomber's cockpit area.



The machine has a fascinating history, having been used by 618 Squadron RAF, a specialist unit formed in April 1943 at RAF Skitten, near Wick, to train for Highball bouncing bomb operations against enemy shipping. By the autumn of 1944 Highball - a spherical depth charge which was spun backwards at 1,000 r.p.m. before being released to bounce across the water towards its maritime target - had not been used operationally, and 618 Sqn was moved to the Pacific to operate against Japanese shipping.

In December 1944 618 Sqn arrived in Australia

for further Highball training, and Mosquito HR621, built in June 1943 by Standard Motors at Coventry, was allocated to it. By February 1945 No 618 was based at Narromine, New South Wales, its bombers not being permitted to visit other airfields in order to maintain the secrecy of the trials. To keep the 618 Sqn aircrews current in navigation techniques, several Mosquito FB.VIs were used for continuation training, including HR621.

The Highball bomb was destined not to be used in the Pacific, and 618 Sqn was disbanded at Narellan in June 1945; the aircraft were sold off, with HR621 going to a local farmer. In May 1968 Harold Thomas, who had founded the Camden Museum of Aviation five years earlier,

saved the machine from destruction and moved it to Camden airport.

Over the years parts from at least seven other Mosquitoes have been acquired for the rebuild, which Alan Thomas, Harold's son, is now spearheading.

Any member around the Kogarah area like to send in a progress update on this restoration? Ed.

History of Rosemary

The emblem of Rosemary for remembrance goes back to the days of early Greece and the Barbarians. In those days it was used as a type of incense at funerals, as a symbol of fidelity and remembrance. It was also used in various rites, in cooking and perfumes. When Rosemary is worn on Anzac Day in Honour of the Fallen in war, the gesture has a sacred and solemn background. The custom was instituted by the Centre of Soldiers Wives and Mothers, which was founded in 1915, a few weeks after the landing at Gallipoli, for the welfare of Soldiers dependents.

Eyes in the Skies

During the 60's, 70's and 80's the ability to employ a small fleet of AWACS was considered far too costly to purchase and maintain for a country the size of Australia.

Then, in the mid-1990s, the Australian military made another bid for this valuable resource. This time they were successful, for, as Wing Commander David Blacklock, who is in charge of the aircraft programme, put it, "For a country with so much territory and such small, albeit powerful, armed forces, a system like Wedgetail is essential to ensure that these forces are in the right place at the right time. Wedgetail is an important element of our vision of network centric warfare." In the case of Wedgetail, which is named after an indigenous species of eagle, this vision will become reality in November of next year when Boeing hands over the first two 737 AEW&C's.

The RAAF will then have one of the most advanced early warning aircraft in the world. Its excellent performance is down to the Northrop Grumman supplied multi-role electronically scanned array (MESA) radar, a system that offers several operating modes and electronic beam steering of the antenna. This replaces the

The antenna, which scans both sides, will fit, for example, into a 9.2m long, 55cm wide panel on the upper side of the fuselage. To ensure 360° visibility, a "top hat" which accommodates antenna elements fore and aft is superimposed on this.

As the MESA beam is electronically steered, the radar, which functions in the L band (1 to 2GHz, wavelength 15-30cm) is very flexible. Naturally it can also swivel 360°, a feat that is accomplished in around ten seconds. But more interesting are other operating modes, such as a more intensive search in a 120° sector, into which about 30 percent more energy is then pumped, while the rest receives correspondingly less energy. This can be used at ranges of up to 350 to 400 kilometres. The greatest range is achieved when all the energy of the MESA is concentrated on a narrow 60° sector.

The MESA radar can detect airborne targets moving at velocities from about 20 km/h. It also has a maritime surveillance capability. An Interrogation Friend or Foe (IFF) function is integrated.

The entire antenna structure weighs just under 3,000kg. It is attached with 22 bolts to the fuselage, which has reinforced

frames to carry the extra weight. The cabling leads to the cabinets underneath where the control and signal processing computers are housed. The cabinet which contains the other electronic systems is similarly installed at the rear of the aircraft. Amongst other things, the 737 AEW&C Wedgetail is fitted with a comprehensive self-defence system that includes the Northrop Grumman Nemesis system, which can engage approaching IR missiles.

In front of the electronics are a small rest room and a galley for the crew, which comprises a minimum of ten operators. Their consoles are accommodated in the forward cabin area along the side walls. Additional computers

and radios (8 x UHF, 3 x HF, 2 x UHF, data links) are also located in this area. As in the civil version of the 737, the two-man cockpit has large colour displays.



The first Wedgetail as seen at the 2005 Avalon Airshow

rotating antenna normally found on aircraft such as the E-3 AWACS or the E-2 Hawkeye, and as a result it is a lot more compact, while also being lighter and incorporating better aerodynamic design.

Mossie Data by Brian Fillery

Mosquito FB Mk VI and FB Mk XVIII 'Tsetse'.

Description:	Ground attack and anti-shipping Fighter/Bomber
Engines:	Merlin 25
First flight:	8 June 1943
Wing Span:	54ft 2ins (16.5m)
Wing Area:	454sq ft (42.2sq m)
Length:	40ft 6ins (12.34m)
Height:	12ft 6ins (3.81m)
Weight:	HJ732 18,160lbs (8,237kg) as Mk VI loaded 21,304lbs (9,663kg) as Mk XVIII auw HX902 14,756lbs (6,693kg) tare 21,257lbs (9,642kg) loaded 23,274lbs (10,556kg) auw. with 2 x 100 gallon (454 litre) tanks 22,255lbs (10,097kg) auw. with 8 x 60lb (27kg) rockets
Fuel:	668 gallons (3,127 litres) 403 gallons (1,832 litres) useful load 65 gallons (295 litres) long-range fuel tank
Oil:	30 gallons (136 litres)
Speed:	378mph (608kph) max 265mph (426kph) cruising
Ceiling:	33,000ft (10,058m)
Max Range:	1,855 miles (2,985km)
Weapons:	4 x .303 Browning machine guns Molins 6 pounder Anti-tank gun. 8 x 60lb (27kg) Rockets
Notes:	Prototype was the FB Mk VI (HJ732) then they were renamed FB Mk XVIII. <i>NB: Mosquito data from various sources is often contradictory.</i>



Molins 6 pounder Anti-tank Gun.

Bore:	57mm (2.25in)	Magazine:	22 rounds (some sources say 25)
Action:	Recoil	Length:	12ft 5in (3.8m)
Cyclic Rate:	60 rounds per minute	Height:	38in (965mm)
Muzzle Velocity:	2,600ft/sec (792m/sec)	Weight:	1,800lbs (816kg)
Ammo feed:	Molins automatic		

FB Mk XVIII



CONFUSED BY ENGLISH—"The bandage was wound around the wound"

Richard Luxton Coomalie Creek Restorations

Richard Luxton, the author of this article is the owner of Coomalie Farm and the Coomalie airstrip.

Fifty years ago, when Darwin and its surroundings were in the front-line of World War II, the airmen of the RAAF's 31 Squadron, a Beaufighter unit, were saving to build a bar.

What event changed their minds is not recorded, but one of their number a pilot named Butch Gordon approached Padre Dunbar and told him they had decided to build a chapel instead.

The result was of bush timber, clad in corrugated iron, the floor was compacted earth and the altar steps made from bush stone.

The building was opened in December 1943 with a cello recital as no organ was available. It was used regularly for services until the end of the war. Bushfires, termites and the climate of the Top End took their toll and 50 years on only a photograph of the building, the altar steps and a few sheets of iron remained.

The site of the chapel, the airstrip and taxiway are on Coomalie Farm which I have been developing for the last 25 years between construction projects and lecturing.

After meeting many former members of 31 Squadron the decision was made to rebuild the chapel. Working from a single photograph and the known width of the altar steps, Marc Christianson at the University redrew the building, scaling from the photograph by counting the corrugations on the wall and roof claddings.

When excavating footing holes, for the supporting columns (this time of steel to counter fire and termites) charcoal from the original columns was found, proving we had the dimensions correct. As the frame went up and further photographs were unearthed by 31 Squadron members, we found that two trees next to the building were still there after 50 years.

The construction involved students and staff of the University's Department of Architecture and

Building in working weekends with Mark Smith and Andrew Schulze doing a superb job with the metal fabrication and carpentry.

The simple form blends in with the environment and has captivated architects and designers interested in creating build-



ings suitable for the tropics.

In 1993, the project was entered in the Northern Territory Architecture Awards held by the Royal Australian Institute of Architects and was awarded the J.G. Knight Conservation Award. From there it went to the National Architecture Awards in Sydney and earned the Jury Special Award.

The restoration project is continuing and we have identified a nearby concrete slab complete with garden beds and pathways as being the hospital. We are starting on rebuilding this site and it will be available to community groups.

Members are very welcome to visit and the airstrip takes aircraft up C130 Hercules if you happen to have one.

Tom Scholefield—Lancaster Pilot

The following article from the Brisbane Courier Mail dated 28/05/03 was forwarded by member Bert Garrett

One of the most famous Allied aircraft of World War II is the RAF's 467 Squadron Lancaster PO-S, "S for Sugar". Now housed at the RAF Museum at Hendon in Britain, "S for Sugar completed 137 and was the most highly "decorated" aircraft in the British, Australian and Canadian air forces.

On the night 11-12 May 1944, this "lucky" aircraft flew mission from RAF Waddington lasting 3 hours and 36 minutes - its 100th - surviving a determined and sustained attack by two German Ju-88 night fighters.

The pilot that night was 31-year-old Pilot Officer Thomas Newton Scholefield who, having been unable to satisfactorily locate the target through haze and smoke had been forced to turn back with a full bomb load.

Unable to jettison his bombs over France, he was forced to take evasive action in the heavily laden and sluggish aircraft.

For his service with 467 Squadron, during which he "displayed the utmost fortitude, courage and devotion to duty", Tom Scholefield was awarded the Distinguished Flying Cross in February 1945.

He had enlisted in the 24th Light Horse in 1938 but, in February 1942, he transferred to the RAAF.

After initial training at Bradfield Park, he attend-

ed 10 Elementary Flying Training School at Temora before sailing for Canada for further training with the Empire Training Scheme at Brandon, Manitoba and Aylmer, Ontario. Flying a "Yale" trainer in which the instructions were in French, he miscalculated the fuel load, confusing litres and gallons and was forced to land in a field.



Further training followed his arrival in Britain in mid-1943, including a mishap in a Tiger Moth which tipped over on landing. His first operational sorties were in Wellingtons then Stirlings before the squadron was re-equipped with Avro Lancasters.

He recalled his disappointment when on his second mission he was assigned a "scruffy" series 1 Lancaster, the redoubtable "S for Sugar".

Air crew losses were immense but Scholefield and his crew would serve together throughout the war. At one stage they participated in a raid on a German panzer division in which 80 of the 120 aircraft failed to return.

Midway through their first "tour" (usually 30 trips) he and his crew was transferred to 97 Sqn, "The Pathfinders", in recognition of their skill, accuracy and courage.

For their next 45 operations from RAF Coningsby, they flew the latest Lancasters, providing the green primary target markers which allowed oth-

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CONFUSED BY ENGLISH—"The dump was so full that it had to refuse refuse"

The Rathmine "Cats"

The following article from the Newcastle Herald dated 09/10/03 was forwarded by member Tom Baird

For most people it was a once-in-a-lifetime spectacle seeing the huge flying boat land on Lake Macquarie 22 years ago.

The giant Catalina splashing down on the lake's surface to taxi over towards Rathmines Park was an awesome sight.

The date was Sunday, April 12, 1981 and thousands of people attending the Toronto Trade Fair that year craned their necks for a view.

They were all trying to glimpse the fair's star attraction, which had recently flown in all the way from America.

With an incredible wingspan of about 32 metres, the noisy, thumping warbird with its odd side observation "blisters" demanded attention.

It seemed almost identical to the "Black Cats" that once regularly flew over local skies on secret missions in World War II.

The clock had been turned back more than 30 years. Many knew the sight might never be repeated. And it hasn't so far.

Two months earlier, this same old US Navy Catalina had island hopped across the Pacific Ocean, from Texas to Williamstown, under the command of Newcastle businessman Michael Wansey in a worrying two-month trip.

What was planned as a simple 70-hour flight for the five-member crew was plagued with two engine failures and bad weather.

Young millionaire Mr. Wansey was commander of the 36-member Australian flight of the Con-

federate Air Force. The American based brotherhood was dedicated to the restoration and preservation of World War II aircraft.

Mr. Wansey, proudly sporting his "ghost squadron" cap, was accompanied on the last leg of



The HARS "Black Cat" at the Avalon Airshow 2005

the 9770 nautical mile flight by three American members of the Confederate Air Force.

One was the flight's pilot commander, Colonel Les Risley. He told waiting newsmen the Catalina's 1828-metre cruising ceiling and 80-knot cruising speed made the trip very slow.

While the aircraft's maximum ceiling was 3657m, it was cruising most of the time. And "at that height you fly through the weather rather than over it", Colonel Risley joked.

It was the first time the veteran aircraft had been out of the US and it may have been the last.

The later lake landing of the Catalina, in April, 1981 was a highlight of the Toronto fair charity fundraiser.

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The Rathmine "Cats" - contd

(Continued from page 9)

It was also highly symbolic. Former Catalina pilots and crew had come from as far as Melbourne for a trip down memory lane.

Sleepy Rathmines had once been Australia's first Catalina air base. All of Australia's Catalina pilots and crew trained for wartime service there.

And it's been a long, long wait ever since for Novocastrians to glimpse a similar lumbering, twin-engine Catalina.

Many people gathered at a Rathmines barbecue late last month (September 2003) hoping to watch another ancient Catalina fly over.

But they were disappointed. This aircraft, which had flown half way across the globe to get to its new base near Wollongong, had suddenly developed another symptom of old age: carburettor trouble. It became stranded at Coffs Harbour. Thousands of people were hoping to see the Historical Aircraft Restoration Society (HARS) 57-year-old "Cat" fly overhead en-route south to become a flying museum.

But this PBY flying boat won't be setting down on Lake Macquarie. This "Cat" may have nine

lives but one accident in France has meant it's no longer seaworthy. It's a pity Lake Macquarie people won't be getting a closer look at this rare \$700,000 flying relic, which had been working as a water bomber in Portugal.

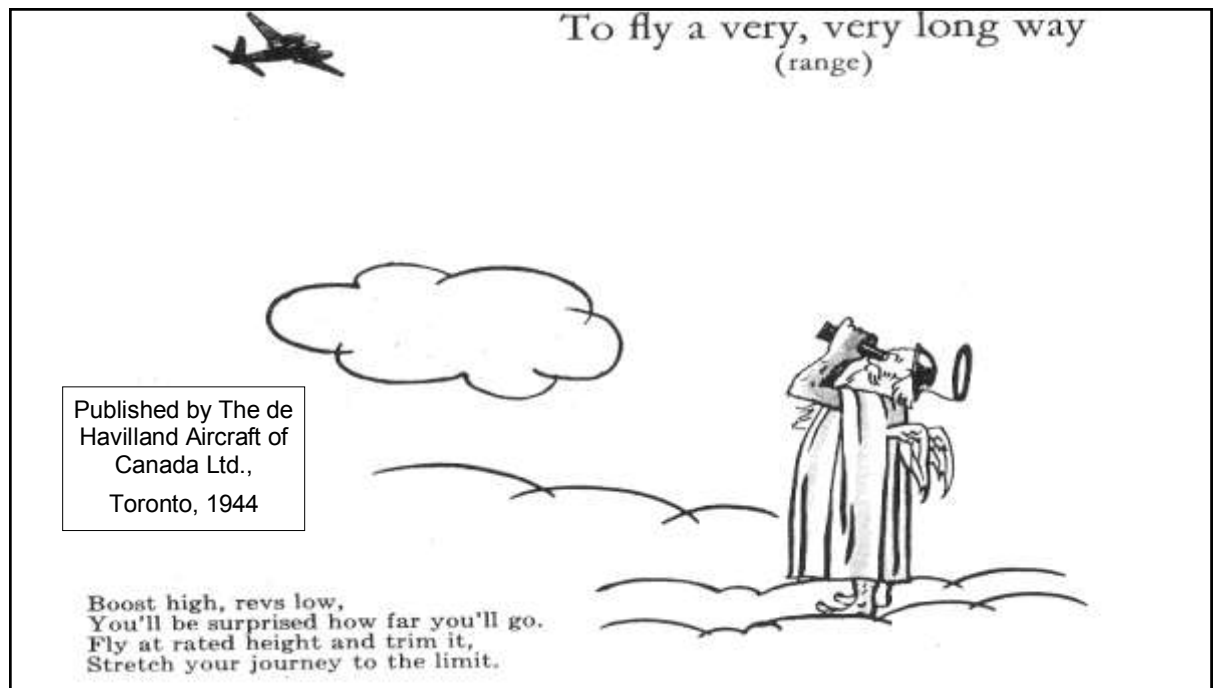
For Catalina flying boats are often described as "the aeroplanes which saved Australia". And although some 168 were brought into Australia in World War II, only six such aircraft may now be flying worldwide.

In World War II, they were extremely versatile. They were used for marine reconnaissance, convoy duty, antisubmarine patrols, search-and-rescue missions and, yes, even the odd bombing raid on the Japanese in the Pacific.

Statistics tell only part of the story. The Aussie "Black Cats", camouflaged for night missions, were 19.87m long and 5.56m high at their highest point and could fly up to 25 hours.

Before the 1981 splash-down visit of the Confederate Catalina, probably the most publicity a "Cat" ever received in the Newcastle Lake Macquarie area was for one that never arrived.

The Rathmines base was disbanded in 1952, and the following year 20 of the famous Catalina aircraft were melted down at Rathmines for their aluminium ingot scrap value.



From the Mailbag

I am a member of the MAAA and read the Bulletin with the COMET COVER-UP story. I was interested because in 1951 to 1953 I was working as an overseas scientific trainee at the RAE Farnborough conducting fatigue tests on Drover, Dove and Comet structural components. Bob Harper, Chief Engineer, and Ralph Hare, Chief Stressman, would frequently visit to discuss the results and we would spend lunchtime sitting under a tree along with Walter Winkworth who had worked at Hatfield. I helped start assembly of the wreckage of the Comet I before returning to Australia and as you can imagine stayed closely in touch with my RAE colleagues. Jim Taylor came out after the fatigue test and filled us in on all the detail.

I was responsible for the fatigue testing on a complete Dove wing and Ralph Hare came to Australia to discuss the fatigue cracks found and our bonded repairs which we were developing.

My first contact with the Mosquito was when I joined the CSIR Division of Aeronautics at Fishermans Bend in 1943 and they were doing fatigue tests which showed that there was no problem with wood, and we went on to investigate metal structures. In my 38 years I was directly involved in the fatigue testing of the following number of half wings, most done as tip to tip specimens: 6 Mosquito, 28 CA-12 Boomerang, 222 P51 D Mustang, 2 Cessna 180, 2 Dove, 27 Vampire, 2 CT-4 Airtrainer and one Mirage III.

Naturally on any visit back to the UK I would call on my de Hav friends at Hatfield to discuss their latest test results.

So while my contact was limited I have many pleasant and interesting memories of my involvement with Hatfield staff and their products.

Kind Regards, Alan Patching.

To all the Kids who survived the 1930's 40's, 50's, 60's and 70's !!

- > First, we survived being born to mothers who smoked and/or drank while they carried us.
- > They took aspirin, ate blue cheese dressing and didn't get tested for diabetes.
- > Then after that trauma, our baby cribs were covered with bright colored lead-based paints.
- > We had no childproof lids on medicine bottles, doors or cabinets and when we rode our bikes, we had no helmets, not to mention, the risks we took hitchhiking.
- > As children, we would ride in cars with no seat belts or air bags.
- > Riding in the back of a pick up on a warm day was always a special treat.
- > We drank water from the garden hose and NOT from a bottle.
- > We shared one soft drink with four friends, from one bottle and NO ONE actually died from this.
- > We ate cupcakes, bread and butter and drank soda pop with sugar in it, but we weren't overweight because WE WERE ALWAYS OUTSIDE PLAYING!
- > We would leave home in the morning and play all day, as long as we were back when the streetlights came on.
- > We would spend hours building our go-carts out of scraps and then ride down the hill, only to

find out we forgot the brakes. After running into the bushes a few times, we learned to solve the problem.

> We did not have Playstations, Nintendo's, X-boxes, no video games at all, no 99 channels on cable, no video tape movies, no surround sound, no cell phones, no personal computers, no Internet or Internet chat rooms.....WE HAD FRIENDS and we went outside and found them!

> We fell out of trees, got cut, broke bones and teeth and there were no lawsuits from these accidents.

> We made up games with sticks and tennis balls and although we were told it would happen, we did not poke out very many eyes.

> We rode bikes or walked to a friend's house and knocked on the door or rang the bell, or just walked in and talked to them!

> The idea of a parent bailing us out if we broke the law was unheard of. They actually sided with the law!

> This generation has produced some of the best risk-takers, problem solvers and inventors ever!

> The past 50 years have been an explosion of innovation and new ideas.

> We had freedom, failure, success and responsibility, and we learned HOW TO DEAL WITH IT ALL!

Book Review

Gallipoli 1915 by Richard Reid

**"Of all the bastards of places
This is the greatest bastard in the world"**

*Trooper Ion Idriess, 5th Light
Horse Regiment, AIF*

It is not often realised that the Gallipoli campaign lasted eight long months and 8,700 young Australian men died - with a further 19,000 wounded. Australians and New Zealanders were not alone in Gallipoli, but part of a multinational allied force involving British, French and Indian Troops.

Gallipoli 1915 presents a remarkable and absorbing series of photographs from Australia's major archival collections, many previously unseen.

The photographs are brought to life by the commentary of historian Richard Reid of the Department of Veterans' Affairs.

These images often taken by soldiers themselves, combined with illustrations created for the metropolitan newspapers, were the images responsible for creating the public memory of Gallipoli backing Australia.

Richard Reid presents the story of Captain Leslie Hore for the first time along with his drawings. The very English Captain Hore in that very Australian unit - the 8th Light Horse - interpreted his experiences for his family back in Australia by sending them a weekly drawing, another method of communicating what Gallipoli was all about. (see pages 123 -130)

The author brings to light a rich vein of rare material showing how the Anzacs at Gallipoli were commemorated and also the growing commercialism in Australia on posters, souvenirs, an attempt to advertise for land sales, beer labels and even a child's name. Editorial from the *Sydney Morning Herald* of May 1916 supports the decision made by the Commonwealth Government to limit the use of the word 'Anzac'. (see page 138)

This book presents a new look at the old legend of Anzac - an account of how ordinary blokes from many different countries coped in extraordinary circumstances not only in battle but back in the trenches.

Eyes in the Skies—Contd

(Continued from page 5)

As well as completely new cabin equipment and significant extensions to the cabling, the 737 AEW&C has auxiliary tanks in the cargo bay, as on the Boeing Business Jet (BBJ). This means it can remain airborne for around 10 hours. With air refuelling, patrol time can be further extended. The power supply for the electronics and radar is provided by two 180kVA generators on the CFM56-7 engines.

So far the military division of Boeing has taken over two 737-700 IGS (enhanced takeoff weight) from the final assembly line. Following installation of the tanks and modification of the airframe, the aircraft with registration N378BC took off on 20 May 2004 from Boeing Field in Seattle for a two-hour maiden flight. Test pilots Charles Gebhardt and Ray Craig subsequently said that they were very pleased with the aircraft handling.

By the end of last year, some 400 flying hours had been completed. This included flights behind the KC-10 and KC-135, aimed at estimating the behaviour of the aircraft during air-to-air refuelling. Again, during the summer the cooling of the generator in the engine nacelle was tested at external temperatures of over 30°C. "The aircraft has behaved extremely well throughout, and we have had no unpleasant surprises as far as the aerodynamics is concerned," Boeing Programme Manager Patrick Gill is reported to have said in November.

However, since then it has emerged that the radar "top hat" needs to be raised somewhat to deliver the required performance. Modifications aimed at achieving this were begun in Seattle in December, but Boeing is confident that it can meet the schedule, not least because four previous milestones were achieved early.

The second 737 AEW&C Wedgetail was fitted with its radar at the end of November 2004. In May it will begin a test programme that will last until June 2006. Both aircraft will then undergo field tests, following which they will be handed over to the RAAF in November of that year. The 737 AEW&C's are to be based with 2 Squadron in Williamstown. However, they will also fly regularly from Tindal base near Darwin.

In June 2004, Australia ordered another two Wedgetails, for delivery by the spring of 2008. These are to be converted in Amberley, Queensland, creating 150 to 170 jobs. Altogether the country is investing A\$3.43 billion.

Vale

It is with regret that the Association must relay the passing of two of it's members:

HL (Bert) Adair
of ROWES BAY, Queensland

Bert was a flying instructor during WWII and also ventured into Borneo in a Mosquito.

The Association's condolences go to Bert's wife Pat.

New Members

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

WA (Gus) Glendinning
of KARRINYUP, Western Australia

JF (Don) Reidy
of CROYDON, Victoria

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

Farewell to MAA

Extract from the International Express 19/10/2004

Once they were the fastest men in the skies as they flew the daring missions which helped defeat the Nazis.

Now time has caught up with the survivors of Britain's World War Mosquito squadrons.

On Saturday (16/10/2004), for more than 150 veteran airmen, it was a last chance to swap memories and meet old comrades.

They are members of the Mosquito Aircrew Association, formed in 1991 by former Flight Lieutenant Eric Atkins.

But because so many are too elderly, the association has had its final reunion.

It meant that the occasion, at the Royal Air Force Museum in Hendon, North London, was tinged with sadness for former pilot Mr Atkins and his colleagues.

Gee, that fog appeared out of nowhere...



CONFUSED BY ENGLISH—"I had to subject the subject to a series of tests"

Tom Scholefield—contd

(Continued from page 8)

er pilots in Mosquitos to drop the red secondary main arming marker. It was dangerous work which required skill and nerve.

After being badly shot up during a raid late in the war, their aircraft crash-landed in a Dutch potato field. Setting the aircraft for detonation to prevent its top secret equipment falling into enemy hands, they were "captured" by the irate Dutch farmer who motioned them back to the wreck. As the explosions started, they all fled and were thus safely returned to Britain.

For his service with 97 Sqn, he was awarded a bar to his DFC, exactly nine months after receiving his first award. At the war's end, he returned to Australia and was discharged with the rank of acting Squadron Leader.

As he prepared to cast off his earthly bonds on May 4th 2003, his last words to his family were, "Chocks away!"

"S for Sugar" and all her captains recently were commemorated in Robert Taylor's painting Band of Brothers, limited prints of which are available through the 467/463 Sqn Association.

Aarhus Mosquitos



Limited Edition print from an oil painting, with autographs of 3 ex-464 Sqn aircrew, Certificate of Authenticity and a brochure outlining the story of the raid and the signatories.

Created from first hand accounts of Mosquito operations the print captures the very essence of this type of mission - incredibly low flying, high speed and determination.

Send cheque/money order for \$220 (incl. Postage) to:

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PO Box 365, KIAMA NSW 2533

or phone: (02) 4296 2643

Please include your name, address, postcode and contact phone number.

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