

## Restoration Update

The restoration of A52-600 is progressing with a main undercarriage almost complete, some final missing or badly corroded parts have been refabricated and sent for coating and painting. It is currently being supported in a purpose built frame (see picture), it is fully retractable and shortly the rubber suspension will be added to enable the wheel to be connected.



The other main undercarriage restoration has commenced firstly with an exhaustive photography session for reference purposes and part identification.

The undercarriage has been progressively disassembled with paint stripping, rejuvenation of reusable parts, bead blasting to remove rust and corrosion in preparation for filling, coating, priming and its final coat of paint.



The MAAA volunteers have been gaining some valuable knowledge with training sessions given by Brett Redway (B2) such as how to rivet correctly, not pop rivets! Believe it or not, it is harder than it looks, especially when it has to be perfectly finished, no dents in surrounding metal work, smooth finish and the right size...

## The President's Log—by Alan Middleton OAM



I only have a short message here because the majority of what I have to say is contained within the President's report to the AGM which is enclosed with this Bulletin.

Apart from the ongoing reconstruction efforts on A52-600, we have had the opportunity to meet and greet many previous aircrew and ground-crew at the 15th Birthday Celebrations.

All those who attended had a grand day and I wish to thank the staff of the RAAF Museum, the Friends of the Museum and those MAAA members who contributed towards the day— your efforts were sincerely appreciated. TRB has put together an article covering the celebrations which provides a broad overview of the day's proceedings.

I am honoured once again to have the President's job for another year and thank the past Committee for their input and wish the 2007-2008 Committee much success.

Alan Middleton.

## 15<sup>th</sup> Birthday Celebration Report by TRB

The MAAA's 15<sup>th</sup> Birthday celebration was held on Sunday 29 July at the RAAF Museum, Point Cook. By all accounts, all who attended enjoyed the day.

We started with an informal registration process in the foyer



of the Museum, where nametags and brochures were distributed. After much conversation, the President of the Mosquito Aircraft Association of Australia, Alan Middleton, welcomed members and guests. A five-minute walk took us to the Cenotaph at the northern end of the Parade Ground, where a wreath-laying service was held to honour all those who serviced and flew Mosquitos. Returning to the Museum, a guided tour of the major part of the collection was then conducted by three Host Officers, followed by another walk via the Mossie Shack to the Friends of the RAAF Museum Shack for lunch.

The interactive flying display followed, with an introductory ground commentary. Flight Lieutenant Peter Clements flew the Museum's Mustang A68-170 in a superb aerobatics performance; great to watch, and great to hear the Merlin too. We then walked next door to the Restoration Hangar for an introduction to the current project, PR Mark XVI Mosquito to A52-600. A walk around the aircraft was followed by Senior Technical Curator David Jones with a description of the project, then question time.

After an explanation of "The Ashes", we heard from Rob and Barry Baird how the containers were chosen and commissioned. Together with a montage of historic memorabilia, they were then presented to the Director of the RAAF Museum, David Gardner, on behalf of the Baird



Wreath laid at the Cenotaph

Angel Falls in Venezuela is the world's highest waterfall — water drops 979 meters

## 15<sup>th</sup> Birthday Celebration Report by TRB—contd

family and the MAAA. Rob and Barry's father, Tom Baird was a navigator/wireless operator in Mosquitos with 87 Squadron, and re-visited Coomalie for the sixtieth anniversary of VJ Day commemorations; he was unable to make the trip down from NSW, but was there in spirit. We returned to the FORM Shack for afternoon tea and a ripper of a birthday cake, before concluding.

Many people contributed to the success of the day. Our particular thanks are extended to the Director of the RAAF Museum David Gardner and his staff, for their whole-hearted cooperation. As well as David, Volunteer Coordinator Mary Briggs went out of her way to help keep things on track, as did Senior Technical Curator Dave Jones, his deputy Brett Clowes and Brett Redway, Restorations Project Manager. Their



Rick Kier and Alan Middleton cutting the birthday cake

family, and for Rob and Barry Baird's visit to Melbourne to make the presentation to the RAAF Museum. Special thanks are due to the Friends of the RAAF Museum group, who allowed us to use their Shack for lunch and afternoon tea, and provided unobtrusive help behind the scenes. Thanks to the Host Officers who provided their services for the guided tours of the Museum's collection, and special thanks to the Commanding Officer of 87 Squadron, Wing Commander Rick Kier, and the Squadron's W.O.D. Warrant Officer Bruce Homewood who came over for the day.

Past and present 87 Sqdn COs Kym Bonython and Rick Kier lay the wreath



Coomalie Creek owner Richard Luxton with his partner Jude

help included clearing a public access space around A52-600, providing and erecting security fencing, and programming the Mustang to fly the Interactive flying display on the day. Dave Gardner ensured a RAAF bugler was present for the wreath laying ceremony, and a RAAF photographer recorded the event. Mary provided a wealth of helpful suggestions as well as her organisational skills.

We gratefully acknowledge the donation of the urn, box and plaque for "The Ashes" by the Baird



Sunrays reach the earth in 8 minutes and 3 seconds.

# 15<sup>th</sup> Birthday Celebration Report by TRB—contd



Traffic lights were being used before the invention of motor car

# 15<sup>th</sup> Birthday Celebration Report by TRB—contd



A normal person laughs on average five times in a day

# 15<sup>th</sup> Birthday Celebration Report by TRB—contd



Andrew Willox, Alf Batchelder, Michael and Noel Sparrow, and Colin Fee

Special guests included former Mosquito air and ground crew. Former C.O. of the “old” 87 Squadron Kym Bonython, who was accompanied to Point Cook by his daughter Robin Cass, laid the wreath at the Aussie Mossie’s plaque next to the Cenotaph. He was assisted by the C.O. of the “new” 87 Squadron, Wing Commander Rick Kier, while former Mossie navigator Alan Beavis recited the Ode. The owner of A52-600’s former opera-

make the pilgrimage to Point Cook, added to the days’ importance. I’m sorry we don’t have time or space to mention you all by name, but please be assured your presence was appreciated.

I’d like to add a couple of personal observations. The camaraderie and warmth during the day was extraordinary; it had that one big family feeling about it. Secondly, both the C.O. and W.O.D. of 87 Squadron wore MAAA gold Mossie badges in their ties while in uniform; nice touch.

And finally, none of this would have happened without the MAAA Committee who planned and carried out the event; everyone was committed to the day’s success. We all felt rewarded by the hundred or more people who came in support, and by their obvious enthusiasm too. It will be interesting to hear your feedback, as it’s you, the members who will have the final say.

TRB



tional home at Coomalie Creek, Richard Luxton was down from the Territory for the occasion, and members of the late Allan Davies’ family were present (Allan was a former pilot with 87 Squadron on Mossies at Coomalie Creek, and one of the joint founders of the MAAA). A host of others, many of who overcame significant difficulties to



Rob Baird’s presenting the Ashes to the Museum



Pam and John Brown—“Mission Completed” artist

On average people say 4850 words in 24 hours

## A52-600 Ashes Report by TRB

On 28 February 2007 the Baird family, Tom, Barbara and their sons Rob, Barry and Andy, donated an urn to the Mosquito Aircraft Association of Australia to contain The Ashes. A former Navigator Wireless Operator with 87 Squadron, Tom was an honoured guest at a commemoration service held at Coomalie Creek on 15 August 2005 to mark the sixtieth anniversary of VP Day. The urn sits in an opened box, with a plaque in front. The plaque reads:

### ***The Ashes***

This urn contains ashes from part of RAAF PR Mk XVI Mosquito aircraft A52-600, burned in a re-enactment of the Victory Bonfire held at Coomalie Creek, N.T. on 15 August 2005, sixty years after the original VP Day bonfire on 15 August 1945, when the remains of A52-611 were ceremonially burned.

*Presented by the Baird family and the Mosquito Aircraft Association of Australia*

Rob Baird, who arranged the purchase and donation of the urn, box and plaque, writes:

The glass urn was purpose blown. It took an hour to blow, and 14 hours annealing. The glass is made from silica flour, mined near the Savage River in Tasmania. The glassblower was James Dodson, Master Glassblower. (His name is engraved on the bottom of the urn.) It sits in a small bandsaw box. The timber is Huon Pine from Tasmania, and the craftsman was Drew Badcock.

The stripped fuselage of Mosquito A52-611 was burned in the original Victory bonfire in August 1945, and a silhouette cut-out of a Mossie burned in the re-enactment in 2005, both on the cricket oval at Coomalie Creek, N.T. A section of the fuselage of A52-600, currently under restoration at the RAAF Museum, Point Cook, was ceremonially burned in this bonfire, to create "The Ashes" described above. (TRB)

*At right:*

Tom Baird is flanked by Rob (left) and Andy Baird, leaving the Chapel at Coomalie Creek after the Sixtieth Anniversary Commemoration service.

*(photo: Nee Gillespie 15.08.2005)*



Look at your zipper. See the initials YKK? It stands for Yoshida Kogyo Kabushikikaisha, the world's largest zipper manufacturer.

## From the Mailbag

The following email was received by Brian Fillery on 20th Dec 2006 from Frans Lategan (Flategan@nwpg.gov.za). Brian thought it was worthwhile passing on for others to read.

Hello Brian

An old retired South African Air force pilot friend of mine gave me a box full of old magazines. Among them I found a very interesting WWII article that I would like to share. It is about a South African pilot in a desperate struggle to evade the repeated attacks of a jet-powered Messerschmitt ME262. Here it is:

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In the middle of 1944 the end of WWII was not yet in sight. In the mid-summer Allied aircrews experienced 'Mosquito weather'. That is to say, those fortunate enough to be in Mosquitoes had a fine old time in the sky, dodging German fighters with remarkable success.

The Mosquito was then the fastest, highest-climbing fighting plane over Europe. The Mosquito pilots were able to fly on a heading way off their target (for confusion) and turn in the last moment, because they knew anything the Germans had would take a long time to catch up with them.

All summer long the reconnaissance Mosquitoes flew unarmed and unescorted over German territory. Those were balmy days.

Then, toward the end of summer, the Allies began losing Mosquitoes over the Black Forest in Germany. Underground information pieced together by Allied intelligence services indicated the Germans were testing a new secret weapon in the Black Forest and the following order was issued to Allied air forces: 'Locate and destroy the enemy secret weapon on the ground before it can become operational'.

The secret weapon the Germans were testing was the now famous Messerschmitt Me 262, the world's first jet fighter. The Me 262 was an awesome fighting machine to which the Allies had no answer.

The latest secret weapon of the Germans had been in development since 1938 and although the plane completed satisfactory test flights by the end of 1942, it was not immediately ordered into series production. Why the Germans failed to press this formidable weapon into immediate service, remains a mystery.

The Me 262 first started operating as a fighter late in 1944 and its superiority was emphasized strikingly by the fact that only one plane was lost for every hundred sorties flown.

But in August 1944 the Allies still knew nothing about the Me 262. No Allied pilot had yet survived an attack by a Me 262 and therefore no one could tell the story.

On August 15 a young South African pilot flew a Recce Mosquito from San Severo, near Foggia in Italy, to try and locate the so-called 'secret weapon'. He was Captain Pi Pienaar, DFC, AFC, then of 60 Squadron, SAAF.

That day Capt Pienaar volunteered to stand in for a pilot who had a bad cold and so became the first Allied pilot to survive an attack by a Messerschmitt Me 262.

It was the fastest, highest dogfight of the war and at the end of it Capt Pienaar's Mosquito was able to limp home with the first accurate report on the performance and characteristics of the German jet.

Capt Pienaar's incredible engagement with the jet-powered Messerschmitt is one of the great air stories of the war. Here follows his personal account of the incident:

"I wasn't due to fly that day at all. Intelligence had called for a quick,

urgent flight over the Black Forest area. But no real gen.

Normally in the squadron you would never volunteer for another man's flight; it was considered very unlucky. But the pilot due to fly that day had a rotten cold and the other who might have stood in for him was at the end of his tour, so we were keeping him for the milk runs, which was also squadron tradition.

The Mosquitoes of that day were just slightly pressurized - about a half a pound or so - and I knew that was not enough for the chappie with the bad cold: his ears wouldn't have stood it. So I volunteered for the flight in old 520, my plane.

We were on a photographic mission at 30 000 feet, Liepheim airfield near Munich. Nice afternoon it was, too, warm with a little broken cloud as myself and my navigator, Archie Lockhart-Ross, headed up the Adriatic towards Prague.

We normally used to fly on a heading way off our target, then turn back, because the fighters we knew in those days used to take a long, long time to get up to us. We had already lost a few Mosquitoes in the Black Forest area, some from the RAF and one from us, but otherwise we had no information about this secret weapon, and intelligence only had underground information to go on.

We turned off north north east of Munich and flew over an airfield named Nemigen but I wasn't feeling happy at all: it was too quiet, no flack, no enemy fighters. We knew the enemy fighters of those days well and they were no match for the Mossie, but this new fighter was something else again; all we knew was that they were game to go at anything.

Archie was over at the bomb-sight directing things for the six-inch and 12-inch mapping cameras, but we were also carrying the big 36-inch



camera, which is for detail, and with that camera in operation you have to fly dead straight and level, otherwise you blur the photographs.

At the next airfield, just a strip, in fact, and very well camouflaged, Archie shouted: 'I can see it. There's a fighter taking off at a helluva speed!' I asked Archie to keep an eye on it because I was going nice and straight and level but a few minutes later I picked up a speck in my rear-vision mirrors, directly behind the tail, but just a speck.

Up to that time nothing could get at the Mossies, but this fighter must have climbed well over 5000 feet a minute, so I didn't dismiss this from my mind at all.

Archie said: 'That's the fighter!!' I took my eyes off that speck for only a few seconds, but when I glanced again there he was right on my tail, climbing into the attack a little, and it didn't look like a normal aeroplane; that's for sure. This wasn't a normal fighter at all.

Tactics in the Mosquito squadron in those days were to turn left, because of the pilot's position, then attack either in a dive or from a climb. The Germans were well aware of this, too, but had nothing that could test the Mosquito.

That day was to be entirely different: in the air at that time was another 262, captained by Wolfgang Schenk. He was listening in to the attack on Mosquito 520, expecting the left turn and the catastrophe that would greet that manoeuvre from four 30mm cannon mounted in the 262's nose.

So instead of turning to the left I took the throttles, pitch levers and at the same time I hit the drop tank button and then turned it to starboard. Just as I did that he fired and he hit the left aileron and blew it away completely.

The 262 pilot (I once had his name on record and I know that he was later killed in a 262 on the Russian front) started his turn too so that his next burst hit the rail and the one shell, fortunately not an explosive shell, but about six inches long, skimmed the fuselage and buried itself in the main spar, which was all made of wood.

I was still in the turn to the right when this lot came off. I could see it out of the corner of my eye but I didn't want to look too closely. Suddenly the aeroplane flicked to the left - it was losing all the lift on the left aileron, and the next moment I was in a spiral.

In a spiral normally the first thing to do is to roll it and get power off, and I had the throttles right back, but it didn't make any difference: the boost was way up there and I could hear the engines screaming, but the plane was still going. I had full right aileron on and full right rudder and when I pushed the stick forward, it just made a little ripple - that's all.

It was just down, down and when I heard the high blowers cut out, I knew I must have been down to 19000 feet. Then I saw the two throttles way back and the two pitch levers way up forward, so I pulled back the starboard engine pitch lever, and as I did so I could hear the revs come down and the plane just came back.

So I was flying it with the stick right over to the right, right rudder full on and the left engine screaming its head off and boiling. The right engine revs had fallen, but the boost was still way up at the top.?

All this time Archie Lockhart-Ross was pitching inert in the plastic nose of the Mosquito, held there by G and half conscious, because his oxygen tube had pulled out. Pi could see this but do nothing to aid him. Lockhart-Ross finally made it back alongside Pi when the Mosquito straightened

out. His first news wasn't heartening.

I was still trying to get things straight when Archie shouted 'Look out, here he comes again!' So all I did was to let go everything and the aeroplane just flicked, to the left this time, and I saw him go past.

I could see the 262 pilot looking back at us - but every time I turned to stay inside him I had to lose a bit of height.

Pi called for a course to Switzerland, knowing that in their present area the local populace was very likely to kill an Allied airman, especially because of the weight of bombing over the Munich area. In the next half an hour the 'Jetbug' as Pi had named his attacker, made ten more attacks, some not as determined as others, but at least four more from astern and two abeam. The 'Jetbug' never managed to score another hit with his cannon, but each time Pi had to lose altitude.

The third really concentrated attack was made when I was down to seven or eight thousand feet, but I was already making a little progress towards Switzerland and there was some low cloud around, so I dived into it.

But I realized that each time I evaded I had to lose some altitude, so as he made the second last run in I said to Archie: 'Well, here goes.' and I flipped the aircraft round and headed straight for the 262. After all, if we had to go, we might just as well have taken him with us. I saw him go straight over me - could just see his belly - then I dived into low cloud again. This was somewhere near Lake Constance, where there was a big German base.

The head-on gave me a little time, because the 262 had quite a wide radius of turn, but when I got into the clouds and looked at the artificial horizon, it was lying perpendicular. Then I looked for the turn-and-bank indicator, and I couldn't find it. Man,

Leonardo da Vinci could write with one hand and draw with the other at the same time

## From the Mailbag—contd

it's amazing how you can lose an instrument you know is there. Eventually when I found it, it was parked way down here to the left. And my battle dress top - well you could have taken it off and wrung it dry.

The final attack came at 500 feet, but I think by then this chap was running short of fuel and I just saw him go over me and break off. It was just as well because I couldn't fly the Mossie above 500 feet or the left engine would boil. The throttle was jammed full on and the linkages were damaged by that shell in the main spar. The right engine was still at full boost, but reduced revs, and that's the way we made it out, just skimming the hills, then losing altitude."

Pi decided that if he was going to sleep that night at all, it would be in his bed back in Italy, at 60 Squadron, San Severo, and he asked Archie for a course back home. As they swept into Italy, a big airfield lay dead ahead of them, and there could be no turning. Pi and Archie recognized it instantly - Udine, strongest German air base in the north of Italy, full of fighters and well avoided by Allied airmen. There would be no avoiding it this time:

"All I could say to Archie was 'hold tight'. I pushed the Mossie all the way to deck and just held it over the runway. I could see the Germans making for trucks to get to the flack positions, then just scrambling out and ducking in all directions. Mossie 520 must have been making a helluva noise then, with that right engine screaming and the other one way back on revs; the Germans must have wondered just what sort of an aircraft this was, but by then we were over the airfield and heading out to the safety of the Adriatic."

That dice over the German airfield was the one and only laugh of the trip back for Pi and Archie. They were down to 150 feet at that stage, over the Adriatic and almost abeam of Ancona, where a network of air-

fields changed hands between Germans and Allied forces with pendulum-swing regularity.

Archie spotted four fighters coming down to have a look at them and Pi froze on his precarious controls until he recognized them as RAF Spitfires. Three of the Spits turned away, but one stayed alongside Pi, making furious signals and inviting them to land. What he was trying to tell them was that Mosquito 520 had a damaged elevator main spar and the right elevator was not operating - apart from that port wing that had shed its aileron and, inboard, was just a series of bare ribs.

Pi gave the Spit pilot the thumbs up sign and kept going to a familiar landmark just south of Leghorn that indicated the low-level run to San Severo.

On the way, and at 150 feet, he tested for stall and got an alarming result.

"Normally a Mosquito at that height would land safely at 110 knots, but this thing started going (out of control) at 168 knots, so I parked the figure of 170 knots in my mind and did a wide circuit.

The problem here was that I had no hydraulics, no landing gear and no control over the throttles, so the only thing I could do was to cut the switches, knowing full well that, having done that, I couldn't switch on again. So it was going to be a wheels-up landing and no engines!

I made a wide, low approach over the dirt runway and I could see the whole squadron rushing down the runway to help me. I also warned Archie to free the top hatch and let it go the moment I touched the runway.

The approach was at 200 knots until I could see the runway. To come down a further 25 knots with that drag was nothing, but I nearly underestimated that, too. When I was over

the trees, I cut the switches and the speed fell off in a second or two, so all I could do was to hold the nose down all the way to the runway.

There was a cloud of dust and when I next looked for Archie he was gone - he was standing alongside the plane and shouting 'Get out, man, get out!'"

Archie and Pi were able to provide Intelligence with the first detailed information of the Me 262, the aeroplane that, had it been used solely as a fighter and in greater numbers, might have changed the whole character of air-war over Europe.

An additional bonus was discovered when the cameras were unloaded - they had kept operating throughout the attack over the Alps, providing valuable information on altitudes and turns, one frame disclosed a complete silhouette of the 262, the first in Allied hands.

For their exploit, Pi and Archie were awarded the British Distinguished Flying Cross. But that came later - their immediate celebration was that they were going to spend that night in their own beds - just as Pi had wanted.



Richard Scott recently returned from the UK and sent this note:

When I rolled up at the DH museum entrance on a beautiful sunny and hot (for England) day my impending arrival was well known by about everyone there, I was warmly welcomed by John on duty in the gift shop and was escorted through the workshops and main display hanger to be introduced to my contact John Stride with whom I had been in communication with about the visit.

With regards the cloth patches, I took the liberty of mounting two of these in frames.

These I presented to John Stride on

The original name for the butterfly was "flutterby"!

## From the Mailbag—contd

behalf of the MAAA committee one being for the DeHavilland museum and one for the Mosquito TA122 FBIV project crew. It was indicated that one of them might end up being displayed in one of their Mosquitos! Then I presented a MAAA cap to John who is currently working on the rear of TA 122 heading forward and a cap to Bob Glasby team leader on TA 122 currently finalising the electrical system.

All in all they were quite taken with the thoughtful mementoes from the MAAA.

I was introduced to the team that ranges from a very wiry 16 year old who some have nicknamed "Cuba" as he wore bright orange work overalls! To a slightly older gentleman restoring a Rapide who used to build them when they were "new"! After the introductions John gave me an extensive and in depth tour of everything.

I did spend a good bit of time chatting with Ian. There's a very knowl-

edgeable chap who is a film archivist and restorer. Ian also produced the boarding ladder and allowed me up into their Mosquito TA634 Mosquito TT35!! Although Ian took some pictures of this event I looked like the



proverbial Cheshire cat grinning from ear to ear so not really of interest to anyone else! Ian was then given the remaining MAAA cloth patch (not mounted) with this he was well pleased.

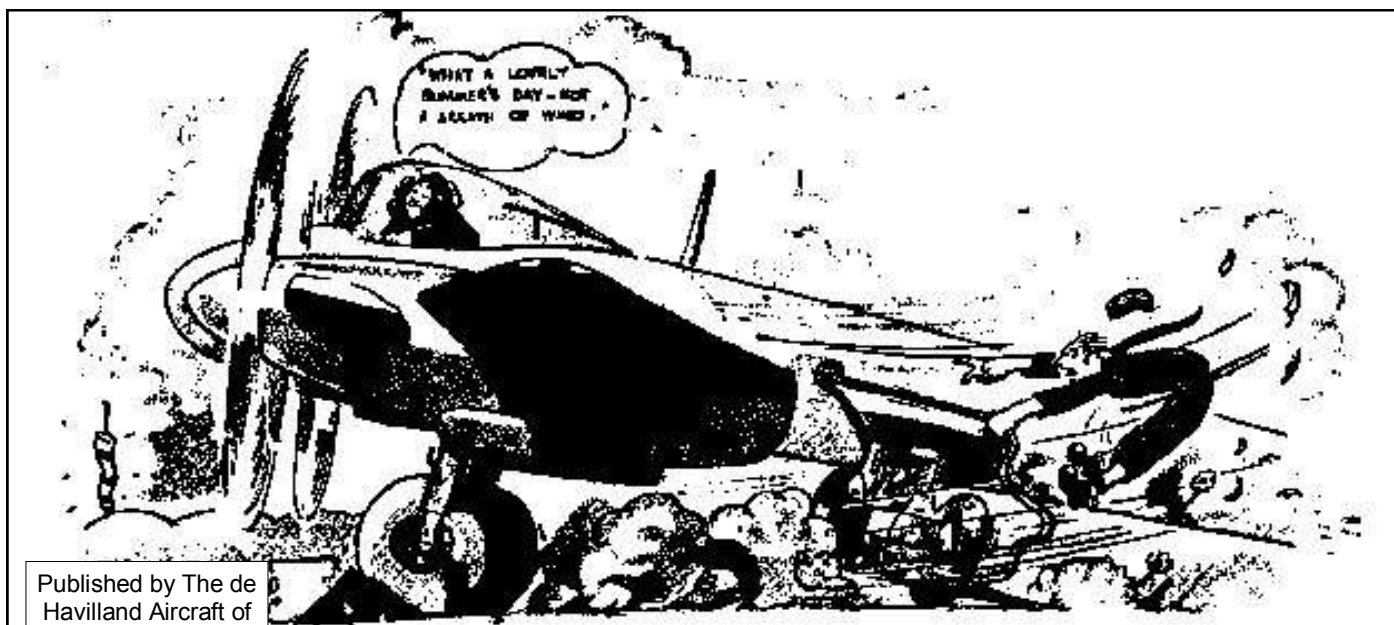
During my walk around I was given the rundown of the Molins canon once fitted to a Mosquito, It was explained that it worked fine on the ground but in the air you were only likely to get off the round already in the breach as they were prone to jamming up!

With lunch in their meeting room the conversation was as wide and varied as everyone's background ranging from funding for a new hanger (none apparently forthcoming from the national lottery as this is being spent on the Olympics venue) to some very dodgy jokes.

All in all they are a wonderful, friendly bunch dedicated to the preservation of aviation history not least the Mosquito. I left feeling every one at the Museum wished to be more closely linked with us at the MAAA in the exchange of information ide-

as, solutions and possible sought after parts.

Yours faithfully  
Richard Scott.



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

**Please throttle back before disconnecting starter mechanic.**

The first product to have a bar code was Wrigley's gum

# Volunteers' Day at the RAAF Museum by TRB

Volunteers at the RAAF Museum were treated to a personally guided tour at Point Cook on Sunday 01 July 2007. Volunteer coordinator Mary Briggs welcomed us in the foyer, and the Director of the RAAF Museum Dave Gardner led on from there. Right from the start it was obviously going to be a detailed look at the collection. First stop was the RAAF's Queen's Colours currently on display in the foyer, where Dave pointed out a tiny tear in the outer, lower corner. The Colours are paraded at significant events in the RAAF's history, during which the standard bearer keeps the bottom edge furled to the staff on which they're hung, to prevent them flap-

and occupation granted in March 1914. Formation of the first pilot training school quickly followed, some of the graduates then being despatched with a "half flight" to Mesopotamia (which includes the present day Iraq). During this early period, Point Cook was the centre of pilot training, both civilian and servicemen, in Australia. The training theme is strongly represented in the first displays, followed by the involvement of Australian air and ground crews in World Wars 1 and 2, other conflicts and a host of international peace keeping du-



David Gardner explaining the features of the updated Museum display



The Museum's latest acquisition—the "Huey"

ping out of control. Over the years, wind pressure on the Colours plus the standard bearer's tight grip has resulted in that tiny tear.

Entry to the main historical displays is via a stairway through the former parachute loft. The walls of the loft have been painted in a range of sky blues, complete with clouds, various aircraft in flight, and a large model biplane suspended from the ceiling. Displays start with the original purchase of the land at Point Cook; the ground work for this was started in 1913, with the agreement signed off

ties. And no, there were no women on the flying roster in the early years, unlike today of course, where your Qantas flight crew may include women, as may the flight crews of all RAAF squadrons except front line aircraft.

We were led through the main exhibits, then had a break for a barbe



David Gardner showing the 'graffiti' put on by the Huey's previous aircrew.

The average person falls asleep in seven minutes

## Volunteers' Day at the RAAF Museum by TRB-contd

cue lunch provided by the Museum. With the recently re-roofed Restoration Hangar right next door to our lunch venue, we were treated to a close-up of the Museum's latest acquisition, a Bell Iroquois UH 1H 'Huey' helicopter, A2-377.

It was flown in the previous day by none other than Chief of Australian Defence Force, Air Chief Marshal Angus Houston AO AFC together with a mixed Army and RAAF crew.

Like all exhibits at the Museum, there are some good people-oriented stories attached to this aircraft. After Vietnam war service, the aircraft was involved in the successful rescue of several seamen from wild weather off the northern coast of New South Wales. "Gus" Houston, who was flying the aircraft, won an Air Force Cross and other crew members were decorated for their parts in this extremely hazardous opera-

tion. A2-377 spent the second half of its career in Army service and markings; we were informed in no uncertain terms that these will be fixed, and soon.

The RAAF Museum is chock full of interesting exhibits and stories; it was a privilege to see and hear a few of them. Thanks to Director Dave Gardner, staff and volunteers who helped make it such a successful day.

## New Members

The Association is pleased to announce and welcome the following person who has joined us since the last Bulletin was published:

**BEAVIS** Allan S of NEWTOWN, Victoria  
**BENNETT** Arthur of CONDON, ACT  
**GILLIS** William Ronald of MALVERN EAST, Victoria

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

## Who said aircraft can't climb walls ?



Adolf Hitler's mother seriously considered having an abortion but was talked out of it by her doctor

# Coomalie News by TRB and Richard Luxton

17 August 2007

'Merlin Night' is now a fixture at Coomalie International, and it's getting bigger and better. The highlight of this year's performance may not have been the sound and fury of aircraft and aircraft engines, but the roll-up to the VJ Day Commemoration at the rebuilt 31 Squadron Chapel on Sunday morning 12 August. More

During Saturday evening's activities the Merlin was fired up along with the crowd, the Pratt and Whitney R1830 ran faultlessly, Mad's Blitz was off-loaded from its trailer and displayed its afterburning capabilities, whilst his Viper-powered motorcycle isn't mad, just Wild! Once again the Blitz failed to reach lift off: handbrake still on. Saturday evening was enlivened by the Darwin

folksinging group, plus a recital of a calm WW2 bomb-aimer's call to the pilot of "Left...left...right...left" through the flak and search

lights, translated into a recently demobbed drill sergeant's cry to the sprogs of "Left...left...right" etc etc. Great camaraderie!

A water bomber strutted its stuff with a drop of 3300 litres of water (we could do with some of that here in Melbourne) on Sunday morning, and a great variety of ultralights joined the fly-past. Among others, RV 4's, 6's and 8's paraded, with the (retiring) Ron Lawford providing aerobatic highlights in his RV 4. The Stig (Yak 52) provided his usual high altitude surveillance passes.

Two professional archaeologists, Julie Maston and Colin De La Rue are due to start (volunteer) work soon at Coomalie. They'll be con-



than 200 people attended the service, which was conducted by recently appointed Anglican Bishop of the Northern Territory, Greg Thompson. He was assisted by three priests, and the overflow congregation were seated or standing inside and out in the all-Australian bush surrounding the Chapel.



ducting a 'dig' on the remains of ex-87 Squadron Mosquito A52-611 which was burnt as the central part of the VJ Day bonfire on 16 August 1945. A thin concrete slab will be cast in the plan form of the Mossie (full size), and the bits and pieces they unearth will be placed in their correct positions with respect to the actual aircraft. The MAAA has provided a plan of the aircraft with a grid overlay of 500mm squares which may help the process along. Richard then intends to work with them to find the remains of one of 87 Squadron's P38's, and maybe do something similar....

TRB and Richard Luxton

The number of possible ways of playing the first four moves per side in a game of chess is 318,979,564,000.

# RCAF Mossie Details by James Kightly

Mosquito B.Mk XX : Canadian version of the Mosquito B.Mk IV bomber aircraft. 145 built, of which 40 were converted into F-8 photo-reconnaissance aircraft for the USAAF.

The Canadian and Australian arms of de Havilland produced 1,134 and 212 aircraft respectively. The ferry operation of the Mosquito from Canada to the war front was problematic, as a small fraction of the aircraft

would mysteriously disappear over the mid-Atlantic. The theory of "auto-explosion" was offered, and, although a concentrated effort at de Havilland Canada to address production problems with engine and oil systems reduced the number of aircraft lost, it was unclear as to the actual cause of the losses.

The company introduced an additional five hours flight testing to "clear" production aircraft before the

ferry flight. By the end of the war, nearly 500 Mosquito bombers and fighter-bombers were delivered successfully by the Canadian operation.

Manufactured in 1944, the Museum example was designated for the RAF but was transferred to the RCAF. It was in service or storage with the RCAF in Canada until 1964 when it was transferred to the Museum.

James Kightly

Northcote, Victoria



Registration # :	KB 336 (RAF)
Manufacturer :	de Havilland Aircraft of Canada Ltd
Manufacture Date :	1944
Construction # :	Unknown
Acquisition Date :	1964
Provenance :	Transfer from RCAF

Wing Span:	16.5 m (54 ft 2 in)
Length:	12.3 m (40 ft 4 in)
Height:	3.7 m (12 ft 3 1/2 in)
Weight, Empty:	6,078 kg (13,400 lb)
Weight, Gross:	9,970 kg (21,980 lb)
Cruising Speed:	322 km/h (200 mph)
Max Speed:	594 km/h (369 mph)
Rate of Climb:	670 m (2,200 ft) /min
Service Ceiling:	10,520 m (34,500 ft)
Range:	2,301 km (1,430 mi)
Power Plant:	2 x Rolls-Royce (Packard) Merlin 33, 1,480



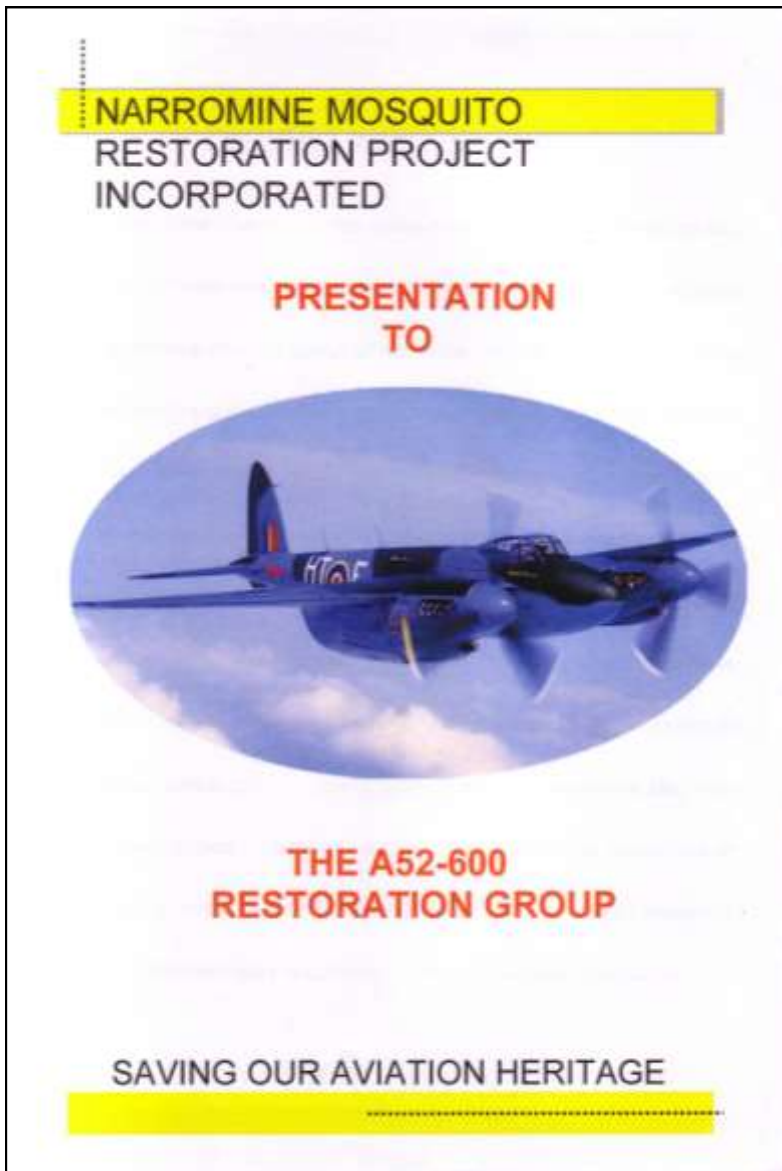
## MAAA Subscription is now due for 2007/08

The Annual General Meeting held on 25th August 2007 set this year's subscription at \$20.00—not bad, there has been no increase for the past 15 years. 😊 😊 (Negative inflation).

Invitations to renew will be sent out shortly, but if you mislay the invitation please forward your subscription to the Treasurer MAAA, 32 Clarke Crescent, Wantirna South, Victoria, 3152.

Chewing gum while peeling onions will keep you from crying.

# Narromine Mosquito Restoration



A group of people have formed the Narromine Mosquito Restoration Project Incorporated with the aim to reconstruct a Mosquito from a considerable amount of parts located around Australia. Their aim is to build an airworthy version.

The MAAA was contacted by their very enthusiastic President Mr. Geoffrey Dowse who sent along a copy of their project document that has been used to attract considerable sponsorship elsewhere and have their group registered as a tax deductible museum so that they can attract extra funding.

As a result of the contact Geoff, his brother Gary and Terry Healey all flew down from New South Wales for the MAAA's 15th Birthday celebrations to meet the MAAA committee and chat with the RAAF Museum staff about restoring aircraft, in particular Mosquitos.

A copy of the presentation will be included with the Bulletin but as a separate file. If you receive the Bulletin but do not receive the presentation (it is a large file) please email the Editor and other arrangements will be made. The non-email Bulletin members will receive a printed abridged version without the photographs, once again if you require a full copy please contact the Editor.

NB. They would be very pleased to hear from interested people and the odd tax deductible donation would probably not go astray.

Good luck to them with their endeavours.

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*A CD of all previous Bulletins is available from the Editor at no cost to members.*

Rubber bands last longer when refrigerated