

Change of plan for Point Cook



RAAF WILLIAMS POINT COOK TO REMAIN IN DEFENCE OWNERSHIP AND MANAGEMENT

The Parliamentary Secretary to the Minister for Defence, Mr Peter Lindsay MP, announced today (20th September 2007) that Defence will retain RAAF Williams Point Cook as an open working heritage base.

Mr Lindsay said Defence's future use of RAAF Williams Point Cook would balance the operational, heritage, and community needs of the base.

"RAAF Williams Point Cook holds an important place in the history of Australia's military aviation. Not only is it the home of the RAAF, it is also the longest continuously used Air Force base in the world," Mr Lindsay said.

"The significance of the heritage value of the Point Cook site is demonstrated by its recent nomination for listing on the National Heritage List – the highest level of heritage recognition in Australia."

RAAF Williams Point Cook currently attracts over 100,000 visitors a year. It has the potential to improve general public awareness of the aviation industry in Australia and Defence's aviation history in particular.

"I have agreed with a recommendation to separate the Defence operational and public areas of the base into discrete precincts with appropriate levels of access.

"The public precinct will accommodate authorised commercial leases that use spare capacity of the airfield, the RAAF Museum and heritage buildings, and the Point Cook Primary and Pre-schools," Mr Lindsay said.

RAAF Williams Point Cook will continue to be maintained by Defence as an operating airfield able to support military flying operations when required, as well as by the RAAF Museum.

The airfield will continue to be used, under arrangement, by civilian flying operators, although over time, commercial arrangements will be put in place similar to those at other airfields.

"Defence is taking steps to ensure that RAAF Williams Point Cook is a safe environment in which the Australian Defence Force, licensed stakeholders and the general community can coexist, while also maintaining the estate and the environment in a manner which improves the many heritage values of the site."



The President's Log—by Alan Middleton OAM



The festive season and end of another year are upon us and I extend good wishes to all for the coming year and beyond.

Christmas cards are arriving, some unexpected, giving rise to frantic responses, but lots of fun for everyone.

One card I received was from our close friend, Wing Cdr. Rick Keir, CO of 87 Squadron, RAAF Edinburgh SA, featuring a replication of an image of the Chapel at Coomalie Creek which was originally built by 31 Sqn in 1942-43 and also used by the 87 Sqn at that time, a copy of which was constructed by the architecture students of Darwin, led by our close friend, Richard Luxton, the then Professor of Architecture and now the owner of Coomalie Creek.

This is a great example of how the aims of our Association to remember those who served with Mosquito Squadrons are being honoured. Thank you Rick and thank you Richard.

W/Off Bruce Homewood, formerly with the newly raised 87 Sqn, retired from the RAAF in August and I was able to attend his Squadron farewell lunch in Adelaide, at which,

on behalf of our Association, I presented Bruce with a print of John Brown's magnificent painting, "Mission Completed". Bruce had played a vital part in the formation of the new 87 Squadron and the title of the painting seemed just right at his retirement. Well done Bruce.

Incidentally, we have been able to acquire a few more prints of the painting and these are available for purchase for \$100 each. There are no more, so if you are interested let me know by sending me money.

Point Cook, no doubt as you all know, has been placed on Australia's National Heritage List and will be remaining as a flying base and under the management of the RAAF. Further developments are eagerly awaited.

The restoration of A52-600 continues. At times the pace seems frustratingly slow but, with the intricate detail required and the lack of full time volunteers, we have to be satisfied with the progress, and to help when we can.

David Devenish has been extremely busy in his quest to collect and catalogue photos and other historical items and he produced a wonderful display for our 15th birthday party. He has traveled far and wide to contact people if he gets the scent that Mosquito memorabilia may be obtained. Congratulations David.

At our Annual General Meeting in August, Graeme Coates chose to stand down as Vice President, a position he has held for several years. He has also been a tremendous contributor to our efforts on 600 and the Association in general, but has decided he must give more time to his other interests, but is remaining as a Committee Member.

On your behalf I thank Graeme for his untiring contribution.

Terry Burke, a long term and hard-working Committee Member has accepted the position of Vice President and we welcome him in his new role.

I have recently acquired two books which I have found very interesting,

- Sqn./Ldr Bob Cowper's "Chasing Shadows" and
- Aic/ Cdr Mark Lax's "Alamein to the Alps."

Bob's book is a very moving and personal account of his career with the RAAF.

Mark's book was of great interest to me also as, not only it is a great account of 454 Squadron which operated Baltimores in the Middle East, it was the Squadron in which the Founder of our Association, Allan Davies served as a Pilot and in which my Skipper on Mosquitoes in 94 Sqn. Brian Bayly also served.

Both books are great contributions to the preservation of the history of Australians in conflict.

As a matter of interest, particularly to NSW Members, is that a group has established The Narromine Mosquito Restoration Project and is actively engaging in this work. The President is Gary Dowse of 8 Anne-Marie Place, Tuncurry NSW 2565 and I am sure he would be pleased to hear from anyone who may be interested in helping or just looking.

I have already conveyed my seasons greetings and I thank you all for your past support and look forward to your continuing interest.

Season's Greetings to all,

Alan Middleton.

A rat can last longer without water than a camel.

Volunteer Service Presentations at the RAAF Museum

At an end of year function at the Museum on Monday 3 December 2007, volunteers were presented with awards recognising their continued support over 5, 10 and 15 years.

After a meet and greet session, we were welcomed by Director of the RAAF Museum Mr David Gardner OAM. He gave a short history of both Point Cook RAAF Base and the Museum, then detailed the start of the Friends of the RAAF Museum volunteers program in 1993. First volunteers at the Museum pre-dated

the formation of the Friends, and were involved soon after the RAAF Museum was originally set up in 1952. Dave described volunteers' input as not only helpful but essential.

The presentation evening was held in the best of all possible surroundings: in one of the main display hangars, in amongst the aircraft exhibits. Guests (over a hundred of us) and presenters were seated in a well-lit area just in front of the F4E Phantom, with the lighting fading off

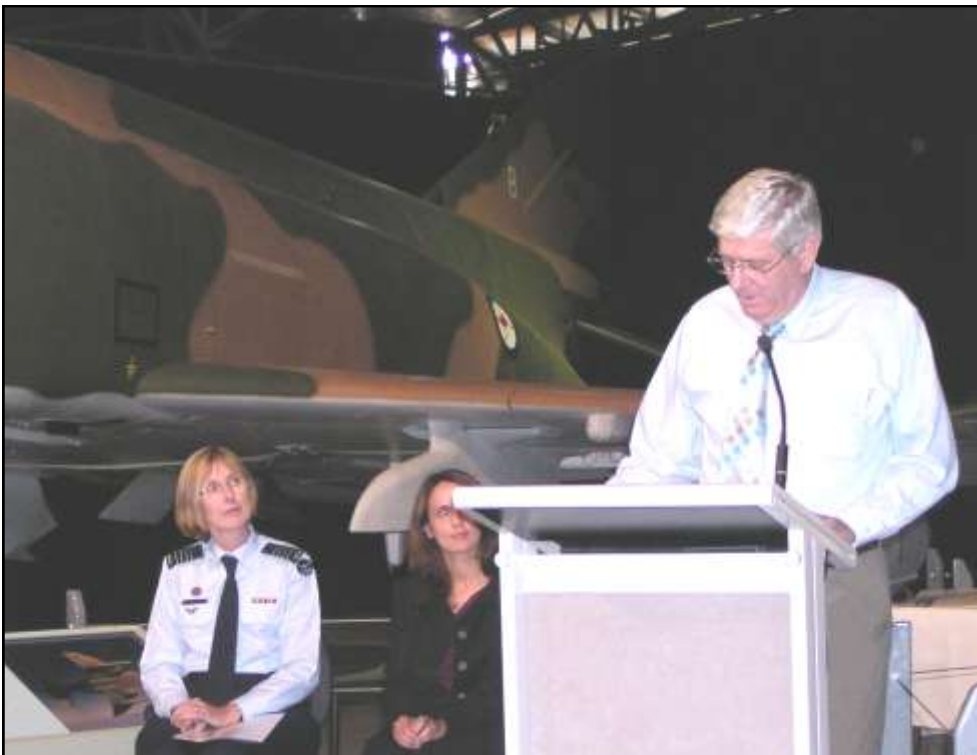
to darkness behind the aircraft. Brilliant setting!

Keynote speaker for the evening was Group Captain Kathryn Dunne, Commander Air Force Training Group, under whose wing the Museum is slotted. She gave us a description of her responsibilities, and where the Museum fits in the wider sphere of the RAAF. Kathryn's warm approach was noticeable, as was her appreciation of the continuing efforts of our corps of volunteers.

Next speaker was the Museum's new Curator, Allison Bartlett. Allison has an impressive background in various museums and Defence-related areas, and will be right at home with us at Point Cook. Back to Dave Gardner, who introduced the 15, 10 and 5 year service award recipients, with Group Captain Dunne presenting the certificates and badges.

Senior Tech Curator David Jones was official photographer for the evening, and hopefully one or two of his shots will accompany this article. A rewarding evening for all was rounded off with drinks, nibbles and a cuppa.

TRB



456 Sqdn Night Fighters

I have just received exciting news from the Chief of Airforce office that plans are being finalised to have our Badge and some other RAAF Badges laid in the beautiful St Clements Danes RAF Church.

A Dedication Service will be held there on the 31st March 2008.

After spending years trying to have our Badge design accepted, and finally succeeding last year, and now receiving this wonderful news has been so satisfying that I'm sure many of you will

be as excited as I am to know that our Squadron's role in WW2 will be recorded there forever.

Our kangaroo motif will let all those who see it that Australia was there !!!

Perhaps members of our families in years to come when they visit London will be able to see some recognition of 456 in this lovely Church.

Bob Cowper



The dot over the letter "i" is called a tittle

The Kawasaki Ki 61 “Tony”

Member Laddie Hindley recounts his tale of an encounter with a “Tony”

I was a P40 Kittyhawk pilot operating in the Wewak area of Papua New Guinea in 1944. We were a section of four and sighted a lone single in-line engine fighter quite a distance from us heading in a south western direction. We chased for several minutes but found that we were not closing, so diverted to our original plans.

Back at base, we talked about the possibility of it being a “Tony”, but up to this time there had been no mention or sightings of this type being in

the P.N.G. area.

In May 1973, I was flying commercially with a helicopter company in the Wewak area when I sighted a glint in the tall kunai grass near the village of Nuku situated west, south west of Wewak. I landed beside what turned out to be a Japanese “Tony” and found it to be in excellent condition free from any signs of bullet or shrapnel damage. The “Tony” had belly landed, no doubt due to fuel starvation or engine problems.

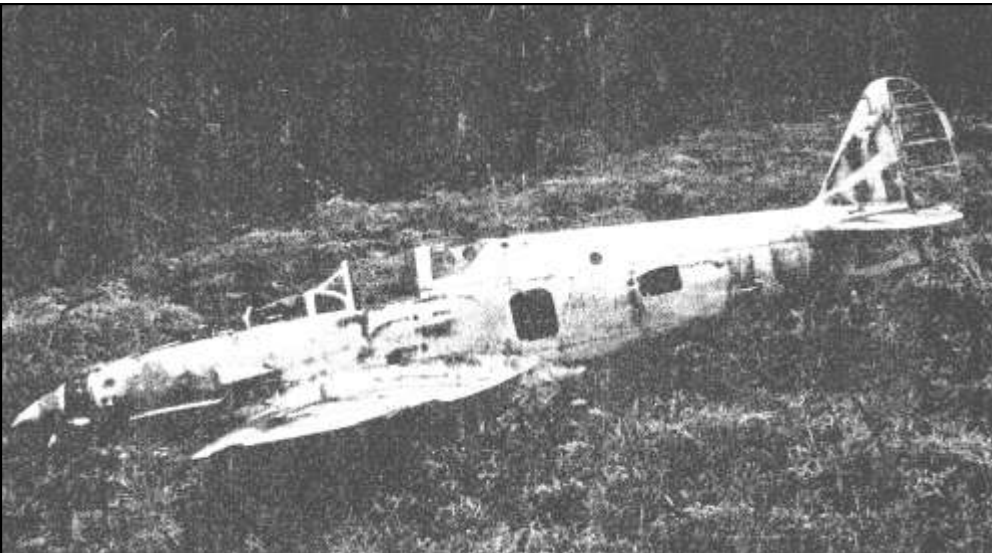
I’m not aware whether I was the first to sight the “Tony”, but it became a major discussion item amongst Europeans in the Wewak area.

I contacted Australian authorities in Canberra about the “Tony” and was advised by return mail to contact P.N.G. authorities which I did.

It was 3 or 4 months before I received any reply from the P.N.G. government and was advised that they would take further action.

I think that it was 1979 when landing a helicopter at Wewak that I noticed a fighter type aircraft in sections being loaded into crates. I took the trouble to walk across the runway to inspect and was delighted to see that it was the Nuku “Tony”.

In the roughly 6 year gap between my finding the “Tony” and it’s move to Port Moresby or Australia there had been some vandalism and trophy hunting such as instruments removed from the cockpit. However, I’m sure that in the hands of the Wangaratta team, the “Tony” will be restored to an outstanding exhibit.



Point Cook Diary

Some dates to put in your diary for events happening down at the RAAF Museum, Point Cook.

First and third Sundays every month—meet other volunteers to undertake restoration tasks on A52-600.

The Restoration Hangar is closed over the Christmas / New Year season and reopens again on 20th January 2008. Remember the Museum puts on lunch for all volunteers on the third Sunday of each month.

There will be the RAAF Museum bi-annual Air Pageant on Sunday 24th February 2008. If you can spare the time, volunteers are needed for setting up the displays before, assisting on the day and cleanup the day after. Please call Mary Briggs on 03 9256 1341 by Friday 18th January 2008 to register your name. This particularly important if you can work on Pageant day as you will be registered, given passes and accounted for lunch.

A duties roster will be prepared for the Air Pageant day and you will receive relevant instructions and notes on the event.

...See you there...

There are no words in the dictionary that rhyme with orange, purple and silver

456 Squadron RAAF Night Fighter UK 1941-45

Member Bob Cowper recounts his Night Fighter Squadron's exploits

456 Squadron was the R.A.A.F.'s only Night Fighter Unit of WW2 and saw service over the U.K. and Europe, and was formed on June 30th 1941 at R.A.F. Valley in Wales. Foundation members of the Squadron were a mixture of British and Australian personnel. The first C.O. was Wing Commander Gordon Olive D.F.C. M.B.E. an Australian veteran and Battle of Britain ace whose tally included at least five enemy aircraft destroyed. Later in the war he served in the Pacific War.

First Aircraft were Boulton Paul Defiants followed by Beaufighter 2's equipped with Airborne Radar to enable interception of enemy aircraft at night. The first enemy aircraft destroyed was a Dornier 217 in January 1942. In June 1943 the Squadron moved to R.A.F. Station Middle Wallop and this brought them into the front line of the defence of the U.K., which enabled it to launch offensives over Northern and Western France. Intruder and Ranger Operations against Enemy Airfields and the French Railway system were the main targets and 456 were involved. In May Flying Officer "Peter" Panitz strafed six trains in as many minutes. He was later to become a Wing Commander D.F.C. and C.O. of 464 Squadron.

In December 1943 W/Commander Keith Hampshire assumed command of the Squadron and ended the war with a D.S.O. & Bar, D.F.C. and to his credit put some new life into the Squadron.

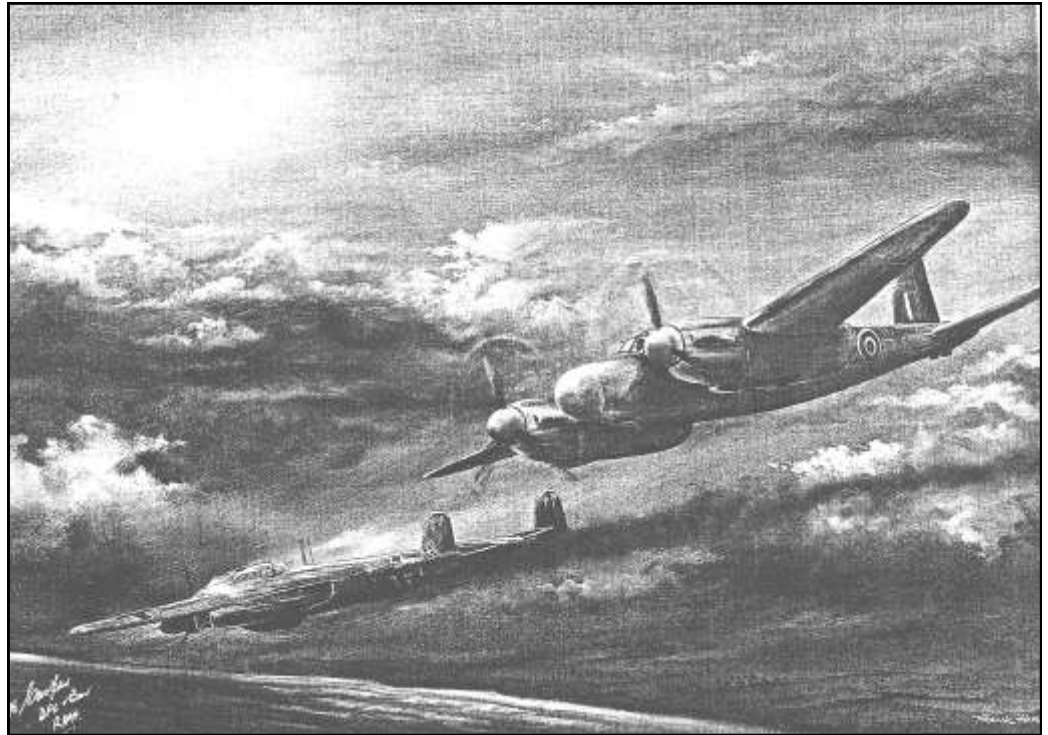
Early 1944 saw the move to Ford in Sussex and re-equip with Mosquito XVII with improved Radar equipment and from this time on and through D-Day and until May 1945 the Squadron served in the A.D.G.B. (Air Defence of Great Britain) as part of the

2nd Tactical Airforce over France, Belgium, Holland and Germany almost without respite. Prior to and following D-Day 1944 while based at Ford the Squadron destroyed many enemy aircraft over the Channel and D-Day landing areas. Included were 13 Heinkel 177 Bombers, one of Germany's largest aircraft fitted with Radio Controlled Bombs designed to sink our Capital ships operating in the Landing area.

456 finished the war with a total of 40 enemy aircraft destroyed plus 29 V1 Flying Bombs, many Locomotives and other ground targets. In-

Aircraft in our Group on a number of occasions, which is a credit to the Ground staff who serviced the Aircraft. Following W/CDR Hampshire D.S.O. & Bar D.F.C. as C.O. W/CDR Basil Howard, D.F.C. an immensely popular and respected man was tragically killed after the war ended. S/LDR Bob Cowper D.F.C. & Bar acted as C.O. until the Squadron disbanded in June 1945.

The Squadron was the first to use the red Kangaroo in the Airforce Roundel in 1943. It is now used on all R.A.A.F. Aircraft and also by Qantas.



On the 10th June 1944 during the early hours of the morning, Bob Cowper destroyed two German aircraft. This painting shows the destruction of the German Do217.

truder patrols as far as Berlin were carried out to cover Enemy Airfields when our bombers were operating over Germany.

All of these successes were a credit to the dedicated work of both the Ground and Aircrews alike and the Squadron had the proud distinction of having the highest serviceability of

There is a closeness between all past members of the Squadron which lives to this day, and is evident at all our reunions where there continues deep friendships which have little or no bearing to rank, trade or capacity in which they served. We are all proud of the part our Squadron played in W.W.2 in the air, at night, in particular.

Roses may be red, but violets are indeed violet, not blue

Flights of History by Brian Fillery—Part 1

Aviation Trivia (with many aircraft crashes omitted) compiled by Brian Fillery from his program 'Dates', a timeline of history based on English monarchs from 1066.

- 1065** Oliver or Eilmer (or Elmer), a monk of Malmesbury, makes himself some wings and flies 656 ft (200 m) from a 59 ft (18 m) tower. William of Malmesbury says "What with the violence of the wind and the eddies and at the same time his consciousness of the temerity of the attempt, he faltered and fell, breaking and crippling both his legs." He is lame for the rest of his days. (*NOTE: This is also credited to 1010 in some sources*)
- 1100** Chinese using rockets and fireworks, first fireworks display 1103.
- 1120** Chinese using poison gas projectiles, flame throwers, bombs and rockets in warfare.
- 1230** Kites used to send messages in war, China.
- 1250** In Roger Bacon's 'Secrets of Art and Nature' he says "It's possible to make Engines for flying, a man sitting in the midst whereof, by turning onely about an Instrument, which moves artificial Wings made to beat the Aire, much after the fashion of a Birds flight."
- 1258** Mongols use rockets in capture of Baghdad.
- 1285** Rockets in use, Italy.
- 1300** Man-carrying kites and rocket-propelled flying bombs, China.
- 1325** Windmill-type flying toy helicopter in Flemish manuscript.
- 1326** First drawing of kite flying (military use) in Europe.
- 1379** Rockets used for first time in European wars, Italy.
- 1405** Instructions for building kites.
- 1420** Giovanni da Fontana's rocket-powered model dove flies 100 ft (30.4 m), Venice.
- 1430** Description of kite making and flying.
- 1480** Leonardo da Vinci draws a parachute.
- 1492** Leonardo da Vinci draws a flying machine (ornithopter).
- 1500** Wan Hu dies when his flying machine (50 rockets fixed to chair) explodes, China.
- 1505** Leonardo da Vinci draws an ornithopter and describes how it might work.
- 1507** Alchemist and Abbot of Tongland Abbey, John Damien, flies short distance from Stirling Castle with wings of hen's feathers, and dies.
- 1536** Denis Bolori flies from Troyes cathedral on spring-powered flapping wings, dies.
- 1540** Joao Torto flies from Viseu cathedral, Portugal, with 2 pairs of wings but crashes when his eagle's-head helmet slips over his eyes.
- 1600** Drawing of Englishman flying a kite.
- 1616** Fausto Veranzio tests da Vinci's parachute, Venice.
- 1628** John Wilkins book 'Discovery of a World in the Moon' discusses the moon and, in the appendix, 'The Possibility of a Passage Thither'.
- 1638** John Wilkins, Bishop of Chester, publishes a review on the possibilities of flight.
Francis Godwin's 'The Man in the Moone: or A Discourse of a Voyage Thither by Domingo Gonsales, the Speedy Messenger', is the first story of space travel in English literature.
- 1648** In Cristophti's 'Perugia Augusta' he says 50 years earlier Giovanni Baptista flew with wings but crashed into a building, Italy.
- 1670** Italian physiologist/mathematician Giovanni Borelli tries to fly using wings, Italy.

It is physically impossible for pigs to look up into the sky

Flights of History by Brian Fillery—Part 1 (contd)

- 1680** Italian physiologist/mathematician Giovanni Borelli says human pectoral muscles are useless for flight.
- 1709** Father Laurence de Goumard demonstrates model hot air balloon in royal palace and sets curtains on fire, Portugal.
- 1742** Marquis de Bacquerville, aged 62, attempts to fly over the Seine using flapping wings, gets a broken leg, Paris.
- 1750** Rocket reaches 0.71 miles (1.14 km) altitude.
- 1772** Idea for parachute published.
- 1780** Hyder Ali uses hundreds of rockets to rout UK troops, India.
- 1782** French astronomer Joseph de Lalande in article for 'Le Journal de Paris' says manned hot air balloon flights are the most foolish of pipe dreams, France.
- 1783** Montgolfier brothers, Joseph and Jacques, fly unmanned hot-air balloon to 5,000-6,000 ft (1,524-1,828 m) for 10 minutes (Jun) and to 1,700 ft (520 m) with a sheep, duck and rooster as first passengers (Sep), France. Jacques and Alexandre Charles fly over 1 mile (1.6 km) high for 15 miles (25 km) in hydrogen balloon, on landing it is torn apart by panic-stricken peasants (Aug), France.
- James Wilcox, a carpenter, makes first US balloon ascent, Philadelphia.
- Louis Sebastian Lenormand jumps from Montpellier Observatory tower with a 14 ft (4.3 m) parachute (proposed fire escape method), France.
- Francois de Rozier and the Marquis d'Arlandes are first two men to fly in hot-air balloon for 25 minutes (Nov), France.
- 1784** Madame Thible is first woman and first opera singer to fly in hot-air balloon, France.
- Roziers and Proust fly balloon to 11,732 ft (3,575 m), France.
- Launoy and Bienvenu fly toy helicopter with 2-bladed contra-rotating propellers, France.
- French 52 ft (15.8 m) long, 82 ft (24.9 m) diameter airship propelled by oars (useless) flies 180 miles (289 km) with 4 passengers.
- James M Tytler makes first UK hot-air balloon flight (Aug) 1/2 mile (0.8 km), Edinburgh.
- Italian Vincenzo Lunardi makes first hydrogen balloon ascent in UK (Sep).
- Jean Blanchard's balloon with hand operated propeller, France.
- 1785** Jean Blanchard (France) and John Jeffries (US) cross English Channel in hydrogen balloon carrying first airmail.
- Jean Blanchard parachutes dog and other animals from balloon, France.
- Francois de Rozier's combination hydrogen and hot-air balloon explodes, he and Jules Romain die.
- 1794** First airforce (balloons), France.
- French balloon used for artillery spotting and shot correction at Battle of Fleurus (Jun).
- 1797** Jacques Garnerin's parachute drop from balloon at 3,050 ft (929.6 m), Paris.
- 1798** "Aerial journeys by two persons of different sex are immoral - the pressure of air could be dangerous to the delicate organs of a young girl" - Vossische Zeitung.
- 1799** Sir George Cayley designs a glider.
- 1802** Jacques Garnerin and niece Eliza (first woman parachutist?) make parachute jumps from balloon, London.
- 1803** Balloons reach 23,000 ft (7,010 m) altitude.
- Rear Admiral Henry Knowles has a naval frigate modified to carry a hot-air balloon.
- 1804** First scientific balloon ascent, St Petersburg, Russia.
- Manned hot-air balloon reaches 4.3 miles (7 km).
- 1805** William Congreve's military rockets.
- 1806** William Congreve's military rockets fired by Navy against Boulogne.
- 1807** 25,000 Congreve rockets used against Copenhagen inspire fear and terror.

(Continued on page 14)

A pregnant goldfish is called a twit

From the Mailbag

I became aware of your Association while trying to locate the family of a pilot my father flew with in WWII. Some background if you'll bear with me:

My father FLLT NM Burfield DFC and FLLT HR Vickers were both Australians who flew various PR Mosquito marks with 544 RAF squadron based in Benson and Leuchars in the UK from 1943 to 1945.

As far as I am aware they were the only two Australians to fly PR Mosquitoes in the UK during the war. My father has passed away and I presume Harold has as well (if he hasn't he would be about 94). I would like to contact members of his family and let them know about a book that has just been published where they both get a considerable number of mentions.

The book has been written by FLLT

Ron Foster DFC CdG RNZAF who flew in the same squadron and indeed shared a room with both of them during this period. Ron is still alive and has retired to the UK. He must be in his late 80's. The book is called "Focus on Europe, A photo-reconnaissance Mosquito Pilot at War, 1943 – 1945".

It is a good read and apart from anything else you might like to get a copy of it because it is of relevance to both the wooden wonder and RAAF pilots in WW11. I would like to contact Harold's family and alert them to the fact that a book has been written that contains exploits about their father (including getting shot down and crash landing between opposing US and German ground forces in France)

I can't get any details on Harold Rupert Vickers from BDM and there are many hundreds of entries for Vickers in the White Pages. Before I work

through the list and start ringing, I thought I might contact you to see if you have any ideas on how my search may be made easier. I would also like to become a member of your association.

I attach a photo of Flight 544 Sqn:

- Ron Foster (books author) - 2nd from right front row,
- Harold Vickers – 3rd from right,
- Norm Burfield - 4th from right

Thanks for any assistance you can provide and full marks for working to keep Mosquito memories alive

Regards,

Grant Burfield

Email: maryb@powerup.com.au



More than 50% of the people in the world have never made or received a telephone call

From the Mailbag—contd

In the April '07 edition No. 48 there is an article headed "Prized Fighters" written by Paul Edwards.

Of special interest to me was the Kawasaki Ki 61 "Tony" which is undergoing restoration at Wangaratta. This may have been the only "Tony" in the S.W.P.A. and almost certainly the aircraft we chased in 1944.

The shot of the "Tony" was sent to me some years ago by a New Zealand helicopter pilot that worked with me in P.N.G. and had heard me talk about that particular aircraft.

The whole story is quite a coincidence.

May be you might like to send a copy of my correspondence to Paul Edwards and Murray Griffiths.

Regards,
Laddie Hindley.

Laddie's story is elsewhere in the Bulletin. Ed.



I am in the process of writing my diary, which will include pictures of Labuan Island and photo's of the Japanese surrender.

Unfortunately some of these photo's are not of good quality, apart from being rescued from a rubbish bin on the Island have lost much quality over time, due poor quality paper and poor storage. I have had these photos literally sent to me from all over Australia from ex--members of 1 Sqdn. I have put them to a disc to save them.

Enclosed is a picture of myself servicing A52-506 on Labuan, the aircraft commonly known as Young Savage so named after the crew who flew her and the insignia painted on the cockpit door. At wars end I was posted to 93 Sqdn and eventually flew back to Narromine January 1946. Sorry a proud mum decided to put my name on the prop. When I arrived at Narromine there was a British Mosquito Squadron stationed there, I do

not know how many aircraft were there however I was told they were inhibiting the engines. There appeared to be only a skeleton staff of the squadron remaining.

So now it is good news a museum will be established there, I hope they honour the Beau-fighter as it was from here we escorted the Mustangs to Japan.

Bye for now.
Roy Hunt



De- Havilland Air
Museum visit UK

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.

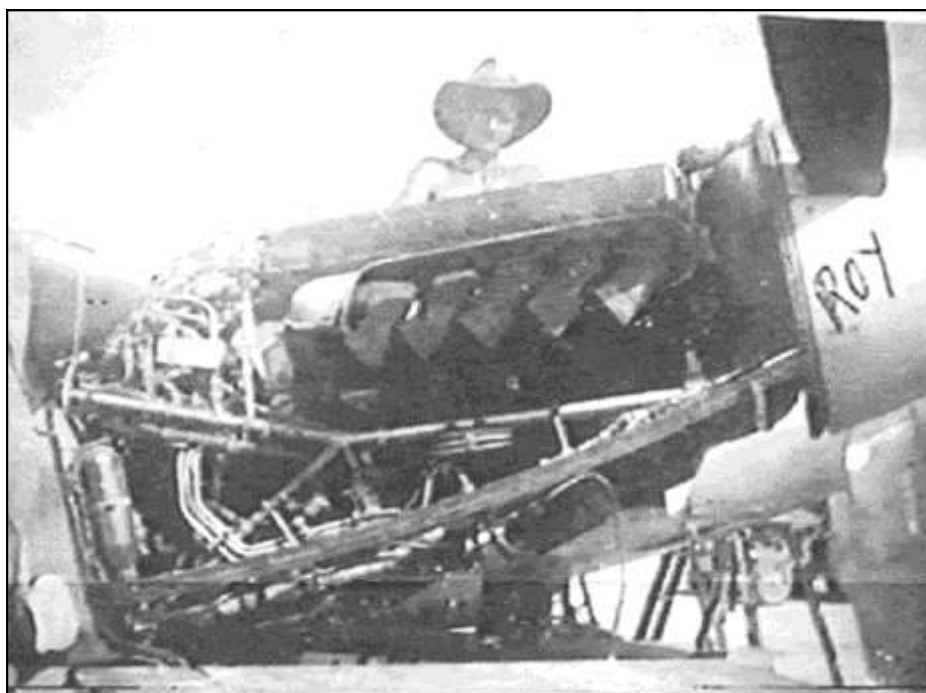
With regards the cloth patches, I took the liberty of mounting two of

these in frames. These I presented to John Stride on behalf of the MAAA committee one being for the De Havilland Museum and one for the Mosquito TA122 FB IV 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 TA122 heading forward and a cap to Bob Glasby team leader on TA122 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 Theirs a very knowledgeable 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 pic-



Charlie Chaplin once entered anonymously a "Charlie Chaplin look-alike contest", and won third prize

From the Mailbag—contd

tures 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 ideas, solutions and possible sought after parts.

Yours faithfully

Richard Scott



I received your name and address from the good people at the ROYAL AIR FORCE MUSEUM in London along with a generous volume of information I had requested regarding the DH.98 Mosquito.

A lifelong writer, I am at work on a book on the MOSQUITO (and as well, the FW Ta 154 MOSKITO) intended for a broader, general readership. In that connection I am, quite naturally, intent on providing my reader with a full account of the aircraft as built and flown in Australia and Canada, in addition to Hatfield and the UK. Ditto, the Mossie's service in southeast Asia, the Mediterranean, Middle East, North Africa, et al.

My work is being done sans direct access to the Internet (on purpose!) though I have occasional and limited access to it. Experience has informed me that there are too many ersatz "reference sources" on the net, while I have more faith in the personal library I have assembled which comprises, as of now, over 60 vol-

umes exclusively on the Mosquito!

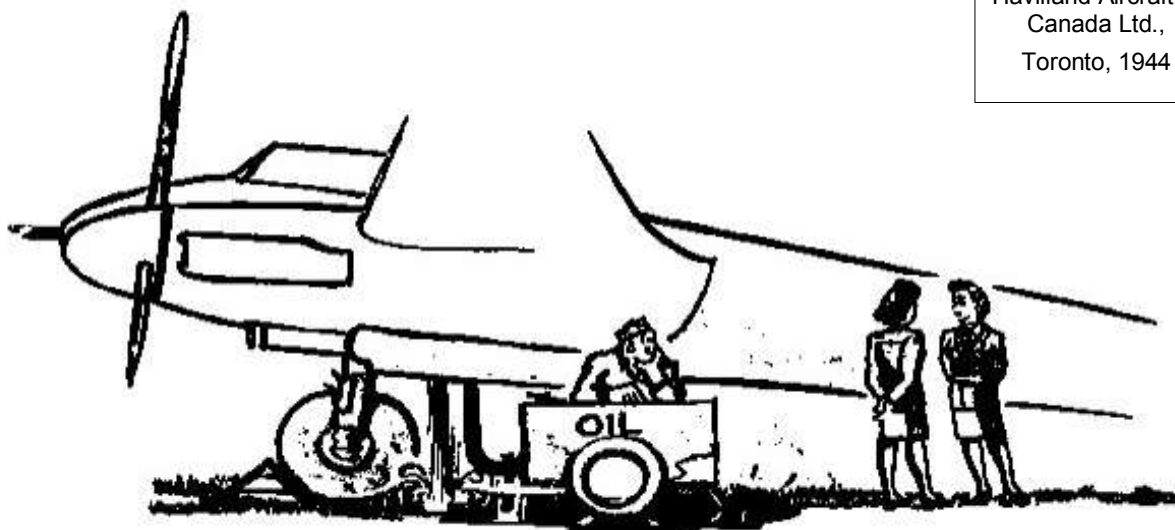
But, I believe I have not yet enough information on Australian manufacture of the plane, nor on RAAF/RNZAF operation of the Mosquito in the Indian/ Pacific theatre and elsewhere, including Europe.

I wonder if you're willing to help (that is, MAAA) to a not unreasonable degree, and if so, how I might compensate your organization for your most valuable assistance? Of course, I will cite MAAA in the credits section of the published volume, and as well, be certain to provide some copies of the title directly to you, gratis.

In the shorter term, perhaps you can send a brochure on MAAA if one is extant, together with peripheral information on your organization, as you deem appropriate.

Another aspect of my research involves getting in touch with pilots and aircrew who FLEW the Mosquito, during and following WWI (maintenance crew as well). I suspect you are numbered among them. The purpose of my direct contact would be to describe a specific scenario and ask each responding individual to give

Eyes on the job, this job



Use the dip-stick next to the filler neck to ensure leaving the correct air space in the oil tank.

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

Like fingerprints, everyone's tongue print is different

From the Mailbag—contd

his "best guess" informed response. If anyone also wishes to provide personal anecdotes and reminiscences, all the better, but I promise I will NOT overtax anyone good enough to help out.

I would also like to acquire a bibliography of Mosquito-related books, which have been written and published in Australia and New Zealand. If the Association has such a list, I'd be grateful to have a copy. If not, another approach would be for me to contact one or more RARE/OUT-OF-PRINT book dealers in either country, preferably Australia.

A list of just a few, probably (though not necessarily) located among your country's major cities and metropolitan areas, would be a terrific starting point for me, and I can carry it from there! I do know that in the UK and US there are used-book houses that specialize in military subject matter, and some focus only on AVIATION subjects. No doubt this is equally true in Australia and New Zealand as well.

I do not yet know whether, as I draw this project to a close, I will be at liberty to visit Bankstown, your extant Mossie-related airfields, the preserved aircraft you have in various locations, etc. NOTHING WOULD BE MORE WONDERFUL from my standpoint, but we'll see.

I will wrap this up now ... too long already! I look forward to hearing from you at your convenience, and thank you for taking the time to read this letter.

Very sincerely

Thomas J. Swenson
(Tom)
P.O. Box 42
Arcadia, WI 54612-0042
US



I apologise for being slow in writing to you, age and sickness being my excuse, however I have at last managed to get around to catching up.

I have also enclosed the 456 Squadron Badge, which was approved by the CAF last year after years of seeking it. It has an interesting connection with the late Ron Vidler, a member who died recently.

In 1943 our Mosquito aircraft had the red kangaroo roundel on all our aircraft fuselages. It had been copied from the stylized roo on the Australian penny by Ron when he and our Ground crew boys were on the way to the UK in 1941 by ship. They painted it first on their kit bags and on arrival at the Squadron on their overalls and the mess doors and then on the Aircraft.

We are proud that we were the first to use it on our Mosquito aircraft and it gave our Squadron a real Aussie feel to do so.

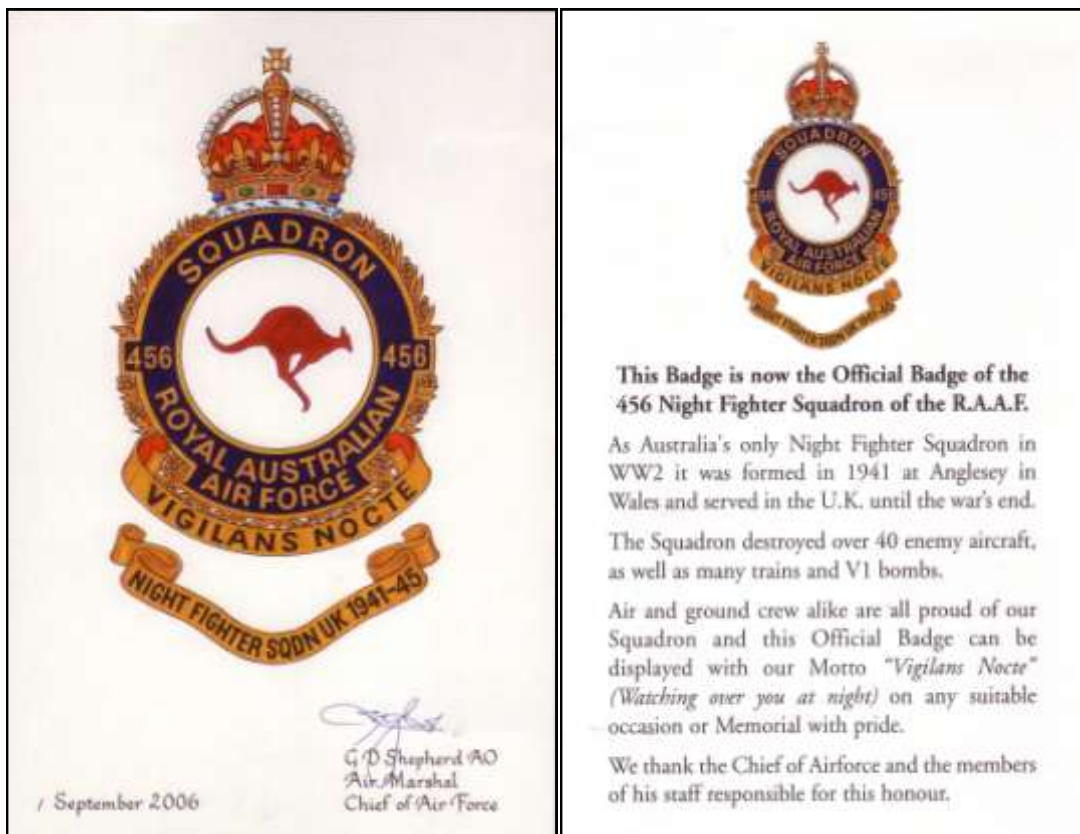
It was timely that we had the badge approval before Ron died and were able to let him know about it before his fatal illness. We are grateful to Air Marshal Geoff Shepherd AO CAF for his approval.

Just for interest I am also enclosing a short history of our Squadron and some of its achievements in WW2 as Australia's only Night Fighter Squadron.

I am in awe of the dedication shown by all of you to get our Mossie together and only hope I live long enough to see it completed or near completed. It will be part of our history that we and our younger generation will be so proud of in years ahead.

I grieve for the loss of our Allan Davies. I was proud to know him and admire him as a man and for his friendship to me and his foresight and work for the Mossie Association. I have a treasured painting by Robert Taylor of a 464 Squadron Mosquito, which we both signed some years ago when the artist was in Australia.

Early this year a friend Steve Lewis and I launched my book "Chasing Shadows" which has been well received and sales have been excellent. Steve has agreed to contact you with permission to include a flyer about the book in a future issue of the Aussie Mossie as I believe many



Most lipstick contains fish scales

From the Mailbag—contd

of my peers and fellow members could be interested.

I look forward to a visit soon if possible and send my regards to you all.

Bob Cowper DFC + Bar
Legion of Honour (Fr.)

Bob's story is elsewhere in the Bulletin. Ed.



At long last we have settled back into our home routine after be-

ing absent for 5 weeks on a magnificent holiday.

The highlight of our travels was visiting Victoria, especially our visit to Point Cook and the 15th Birthday Celebrations.

Thank you for the hospitality and giving your time on that Sunday to show Dad, Ross and myself around the RAAF Museum, "The Mossie Hut" and the work in progress of the A52-600 Mosquito aircraft plus other points of interest.

There is an incredible amount of passion for the Mosquito aircraft and those who were connected with 87

Squadron. We hope that the restoration of A52-600 will be completed in time with ease.

Thank you also to David Devenish for this time and efforts to arrange a meeting with Phil Spielvogel on his farm. It was wonderful to see and hear Phil and Richard (Dick) chatting together.

'Til we meet again,

Kind regards

Richard Searle, Ross & Lyn Hutton
Darwin, N.T.

87 Squadron Merchandise

Members of the MAAA have requested of me many times for a list of our merchandise for them to buy. I have attached a list of what we have which details photos and costs which you may care to pass on.

Additionally, an 87SQN plaque has now been sourced, and we are looking at adding this to the list of available merchandise. If you would have an interest in purchasing one of these for approximately \$25 let us know, and I will advise further on the possibility of these being purchased for general sale. We are also looking into polo shirts.

If members of the MAAA would like any products, please contact FLTLT Richard Williams (who I have cc'ed). He will advise total cost and arrange delivery and a posting and handling charge will be advised.

Payment can be made to:

Account Name:
Defcredit, 87SQN Social Club
BSB: 803205
Member Number: 3849733
Account Number: 20718660

When making a payment be sure to write YOUR NAME in the "comments" section.

Regards,

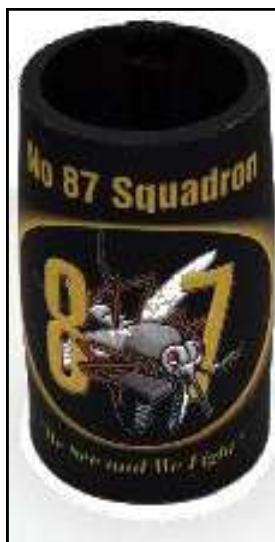
Rick Keir
WGCDR CO 87SQN
Ph: 08 8259 2800



Unit Cap—\$15.00



Unit T-Shirt—\$15.00
Sizes: S, M, L, XL, XXL



Stubby Cooler- \$8.00



Thermal Mug—15.00



Unit Crest—\$15.00



SQN Cummerbund—\$33.00



Patch—\$8.00

A shrimp's heart is in its head

Eulogy for Flight Lieutenant JEC (John) Tait

Letter received from Michael Tait informing MAAA of the passing of his father

It is with much sadness that I write to with the news of the passing of a member: JEC (John) Tait, my father.

As a former RAAF Flight Lieutenant attached to the RAF, he served as a volunteer predominantly as a Mosquito pilot (mostly night fighter and photo ops) and was very passionate about the aircraft.

On two occasions I took him to Point Cook to view the restoration progress, where he was able to gain access to the workshop floor and talk at length with the volunteers. It is unfortunate that he will not be able to witness the

completed project. It would have been momentous for him - he had an indelible connection with the aircraft.

His exploits as a young man during WWII, in reflection, seem quite remarkable. We are currently trying to piece together the information we have, for those in the family who are curious about his legacy. His lark behavior includes: lying about his age to gain entry at 16 years to 10EFTS (Temora), being confined to barracks for

much of his training -time in Edmonton for fermenting apples in the gutters to make cider (making everyone sick), flying a Spitfire under a bridge, landing an fluster on a beach and offering joy flights to the impressed WAF personnel (one of whom later became my mother), stealing a 262 from an airfield in Germany and flying it back to the UK, and so on. It is remarkable that, for the time, these exploits were not remarkable!

His official log book flying time in Mosquitoes (Mks II, VI, VII, **XVII, XIX & XXX**) totals almost 500 hours for the period 16/9/43 - 31/10/45, beginning at 25 Sqn



(RAF) at Church Fenton. There are two log books: one with the official flying time, the second was unauthorised - the details of which he was very protective. It is significant to note that, of the 30 or so different aircraft he flew whilst at FIDS (Ford) he was the first Australian to fly the Meteor on 13/4/45, and, we believe, one of only two Mosquitoes fitted with radar.

I have included some photos.



Membership Renewal

Many thanks to those members who have signed on again with the MAAA unit June 2008.

To those who are yet to send in their renewal, please don't forget, we would hate to lose you and it's only \$20.00 for the year !

Rats multiply so quickly that in 18 months, two rats could have over a million descendants

Flights of History by Brian Fillery—Part 1 (contd)

(Continued from page 7)

- 1808** Two Frenchmen, de Grandpre and Le Pique, fight duel in two balloons near Paris, Le Pique dies when his balloon is hit (May).
- 1809** Jacob Degen flies combined hydrogen balloon and ornithopter, Switzerland.
Sir George Cayley's full size glider.
- 1819** Madame Blanchard makes balloon ascent with fireworks attached, when they are ignited the balloon catches fire and she dies, France.
- 1836** Charles Green flies UK coal-gas balloon *Royal Vauxhall* 480 miles (772 km) in 18 hrs from London to Nassau, Germany.
- 1837** Robert Cocking drops from balloon at 5,000 ft (1,524 m) with cone-shaped parachute, it collapses and he dies.
- 1840** Charles Green's working model balloon has first mechanically driven propellor to drive an aircraft.
- 1842** William Henson and John Stringfellow build model monoplane with 1 hp (0.745 kw) steam engine.
- 1843** Monck Mason flies clockwork model dirigible in London hall.
- 1847** John Stringfellow and William Henson build 20 ft (6 m) wingspan steam powered model airplane (which flies 1848).
- 1848** First flight of a 'steam-powered aeroplane' in Cremorne Gardens, London, is 131 ft (40 m) until it hits a canvas barrier (*Stringfellow & Henson?*).
- 1849** Austrian unmanned hot-air balloons drop 30 lb (13.6 kg) bombs on Venice.
Arban's balloon flight over Alps, Marseilles-Turin.
Sir George Cayley's manned tri-plane glider flight with 10 year old boy who is first to be airborne in a heavier-than-air machine.
- 1850** Thomas Baldwin invents static-line parachute folded in container.
Charles Green designs first parachute supply-dropping system.
- 1852** Henri Giffard's steerable 144 ft (44 m) hydrogen dirigible with 3 hp (2.2 kw) steam engine weighing 350 lbs (160 kg) flies at 5 mph (8 km/h) for 17 miles (27 km) at 5,000 ft (1,500 m), France.
- 1853** George Cayley's toy helicopter rises 90 ft (27 m).
George Cayley's man-carrying (piloted?) glider flies 1,500 ft (457 m) across valley, on landing the pilot, Cayley's coachman, resigns saying "Sir George, I wish to give notice. I was hired to drive and not to fly!".
The Giant 74 ft (22.5 m) balloon flies with 14 men and 1 woman, France.
- 1855** Jean-Marie Le Bris flies his albatross-like glider first from a cart behind a galloping horse, and then from the top of a quarry, France.
- 1857** Jean-Marie Le Bris flies his glider *Albatross* at 300 ft (91 m) for 600 ft (183 m) with man accidentally hanging on rope, France.
- 1858** Gaston Tournachon takes first aerial photograph from balloon, Paris.
- 1859** John Wise's balloon flight of 804 miles (1,293 km) St Louis to NY in 19 hrs 40 mins, US (Jul).
First use of aerial photography in war during Italian War of Independence.
- 1861** Manned reconnaissance balloon launched from ship *Fanny*, US.
American Army Balloon Corps, 50 men, 5 balloons.
- 1862** Gabrielle de la Landelle coins word 'aviation', France.
- 1863** Vicomte de Pouton d'Amecourt flies clockwork rotary wing model and calls it a helicopter, France.
- 1864** World's first flight technology journal 'L'Aeronaute', France.
Count d'Esterno's patent to alter aircraft wing incidence (*wing warping as used later by Wright Bros*), France.

... to be continued in the next Bulletin.

You burn more calories sleeping than you do watching television.

Vale

It is with regret that the Association must relay the passing of another of its members:

Herbert, Gary of Shoalwater, Western Australia

Tait, John of West Wyalong, New South Wales

The Association's condolences are extended to these gentlemen's families.

New Members

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

Baird, Robert Athol of Alexandria, New South Wales

Burfield, Grant of Albany Creek, Queensland

Kenner, David of Hampton, Victoria

Parsons, Terence of Romney Marsh, United Kingdom

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.

Mind if I get out of the sun?



Rats multiply so quickly that in 18 months, two rats could have over a million descendants

The briefing room was crowded
With twenty crews, or more
We saw the target map and route
And guessed what was in store

The air is thick with rumour
"It's a Happy Valley treat"
The C.O. enters quickly
We clatter to our feet

"A message from the C-in C"
We raise a muted groan
"A thousand aircraft on tonight -
Your target is Cologne"

"A thousand aircraft" echoes round
A mocking cheer is raised
"Four hundred Tiger Moths" one quips
Yet still we are amazed

"Your job tonight - to start the fires
First there will find it tough
Make it easy for the heavies
To drop their back-room stuff"

"A thousand aircraft on Cologne
God help the bods below
With a full moon and a clear sky
God help the sods that go"

The banter crackles back and forth
Weak jokes that mask strong fears
For some, this night will end with death
With horror, grief and tears

And so we saunter to the flights
Each with his thoughts alone
Warsaw, Rotterdam, London burned
For them – tonight.....Cologne

George-Crocker, ex 218 Squadron.
Forwarded by member Brian Hall OAM

C/O of the new 87 Squadron, Wing Commander Rick Keir, accompanied by members from their base at RAAF Edinburgh and from RAAF Tindal, visited Coomalie in early November to renew acquaintances and keep up contacts with their old home. Their Christmas card for 2007 displays the 31 Squadron chapel as depicted on a remarkable quilt, recently on display in Darwin.

Archaeologists Julie Maston and Colin De La Rue have had some productive days spent on the site of A52-611 (better known as 'Gamble's Folly'). This is the remains of a crashed 87 Squadron Mosquito which was ceremonially burned on VJ Day, 1945, on the edge of the cricket oval. Julie and Colin have scraped a productive area about a metre north of the milkwood tree which is growing through the remains of the left side main undercarriage assembly. Some molten metal, some recognisable steel components and many brass screws have been recovered and sieved so far, with their recovery position noted. Next comes the painstaking cataloguing of the remains, storing them in order in a shipping container which Richard has placed on site, ready to be cast in situ in the Mossie-shaped slab which will be poured to conclude the operation. Three people barely scraped the surface of four square metres in a full days' work, which

shows just how painstaking it is. Julie is a fellow member of the Aviation Historical Society of the N.T. with RL, and plans to recruit more AHS members to the dig. Stay tuned for photos in the next 'Aussie Mossie'.

As part of the Top End emergency evacuation plans (Batchelor and Coomalie Creek are designated safe areas for aircraft in the event of cyclones or other disasters), running aircraft tie-downs have recently been installed beside the runway. And to make absolutely sure he's kept busy, Richard recently began restoration work on an old open-ended building which was transported down to Coomalie from Darwin 30 or 40 years ago and left on one of the taxiways. Built in 1938 using Territory pine (a bit like cypress but more termite-resistant) and the ubiquitous corrugated iron, it was originally situated right on the Esplanade in Darwin. It was the staff quarters for single women working for the federal government, and quickly became known as "The Virgin's Retreat". One of its former residents has recently published a book with that title; hopefully we'll give you more details next issue.

Best wishes to all readers for a wonderful Christmas and a peaceful new year.

Richard Luxton (with TRB)

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

During the chariot scene in "Ben Hur", a small red car can be seen in the distance