

Life Memberships

During the last AGM on 29th August 2009, those present endorsed the creation of three new Life Members:

- * The MAAA's Patron AVM Sam Jordan;
- * The President Alan Middleton OAM; and
- * The Honorary Secretary/Treasurer Bob Stevens.

The citations on their certificates have been reproduced below. These three new recipients of Life Membership join the Association's Founder the late Allan Davies and the founding President the late Max Ripper.

Air Vice-Marshel J.C. 'Sam' Jordan AM. F.A.I.M.

In recognition of his distinguished service on both wartime and post-war operations with No. 87 Squadron RAAF, to the Mosquito Aircraft Association of Australia as a foundation member, through his support and promotion of the aims of the Association, as its long-serving Patron, and as mentor and wise councillor to the Committee.

'Sam' Jordan continues to be our Association's guide. He has advanced the cause of restoring and preserving ex-87 Squadron RAAF de Havilland Mosquito PR Mark XVI A52-600, and honoured the vital support provided by all Australian personnel involved in the design, construction, operation and maintenance of Mosquitoes in RAAF and other allied air force service.

Alan Middleton O.A.M.

In recognition of his distinguished service to the Mosquito Aircraft Association of Australia, his support and promotion of the aims of the Association, and as its long-serving President.

His RAAF service during World War Two culminated in his posting to No. 94 Squadron as Navigator/Wireless Operator on Mosquitoes at Castlereagh N.S.W.

Alan has advanced the cause of restoring and preserving former RAAF No. 87 Squadron de Havilland Mosquito PR Mark XVI A52-600, and honoured the vital support provided by all Australian personnel involved in the design, construction, operation and maintenance of Mosquitoes in RAAF and other allied air force service.

Robert Stevens

In recognition of his distinguished service to the Mosquito Aircraft Association of Australia over an extended period, through his support and promotion of the aims of the Association, as its long-serving and tireless Secretary/Treasurer, and as editor of the Association's "Aussie Mossie" newsletter.

Bob continues to be the driving force of our Association; he has advanced the cause of restoring and preserving ex-87 Squadron RAAF de Havilland Mosquito PR Mark XVI A52-600, and honoured the vital support provided by all Australian personnel involved in the design, construction, operation and maintenance of Mosquitoes in RAAF and other allied air force service.

The President's Log—by Alan Middleton OAM



Since our last Bulletin, the end of the 1939-45 War has been saluted on 15 August for the sixty fourth time. It is no wonder our Membership ranks are thinning, as those who served with the RAAF in wartime would now be over the 80 mark—unless they cheated on their age.

As a consequence of this, I would urge you all to seek out people interested in aviation, especially Mossies and encourage them to join our ranks.

As one object of our Constitution requires us to preserve the memory of those who served with Mosquito units, we are now considering the possibility of establishing a Remembrance List on which the personal details of Members who have gone would be recorded.

Previously we reported that the RAAF Museum, through Brett Redway the Reconstruction Project Manager, was working on a new method of support for the A52-600 fuselage during the re-

moval of the bulk-heads and that we had agreed to contribute financially.

We now report that the Museum was able to fund the laser cut poly styrene foam blocks, which is now in progress, without having to call on the Mossie Association for finance.

Our best wishes go to Brett for his persistence, craftsmen approach to a faithful reconstruction and continuing

endeavours.

Our Annual General Meeting was held on Saturday, 28 August at which the outgoing Committee Members were all re-elected unopposed. A new Committee Member, Tony Clark, was elected and given leave of absence as he and Angela, his wife, are embarking on a Grey Nomad existence for several months.

As a Committee man, Tony has been instructed to wear his Association uniform and to talk Mossie at every opportunity.

Tony's father worked on Mossies with De Havilland in the United Kingdom during the war and Tony presented us with CDs of photos of various aspects of UK production which will be of great interest.

I have previously commented on the manner in which your Committee Members operate.

Each Member undertakes a specific area of activity and reports

back to Committee at each formal meeting. Sometimes liaison meetings are arranged to obtain information and opinions outside the full Committee to allow a project to be presented to Committee with a reasonable chance that the idea will be accepted.

One such project was the conferring of Honorary Life Membership on Members considered to be worthy, as a result of which, this honour was approved by the Annual General Meeting that it be awarded to Sam Jordan, Bob Stevens and yours truly.

I can say I had no knowledge of this until I was formally advised and I was both surprised and deeply touched at this wonderful gesture, and I know Sam and Bob were similarly affected, and I know Sam and Bob join me in thanking everybody concerned in this little intrigue.

As the three recipients are the Patron, Secretary and President respectively of your Association, and none of them were aware of the award, perhaps this indicates the complete lack of control of the Committee or, alternately, it shows the freedom of action and independence of thought that exists in the dedicated, hard-working group of individuals who comprise the Committee and are able to get things done

My thanks, and I am sure those of Sam and Bob go to you, the Members of our Association for endorsing the recommendation of your Committee to confer Honorary Life Membership on us.

Regards
Alan Middleton

When a man steals your wife, there is no better revenge than to let him keep her.— David Bissonette

Restoration Photo Montage—Sept 2009 by TRB

The fuselage has had considerable focus over the past year or so and due to the delamination of the balsa from the inner ply skin and the outer ply skin from the balsa, jigs have been constructed to support and hold the fuselage in shape from the inside while the outer skin layer and balsa are removed.

The major support is the jig within the wing space and laser cut polystyrene foam is being inserted to maintain the shape and provide support. This is permitting bulkheads and other fuselage infrastructure to be removed, restored and replaced. This has never been attempted before anywhere in the world and needless to say progress is cautious and very exacting. Project Manager Brett Redway has carefully worked his way through the conundrum and believes he now has the answer. He says by using laser beams, the fuselage is more accurately aligned than it ever has been – even during original construction...



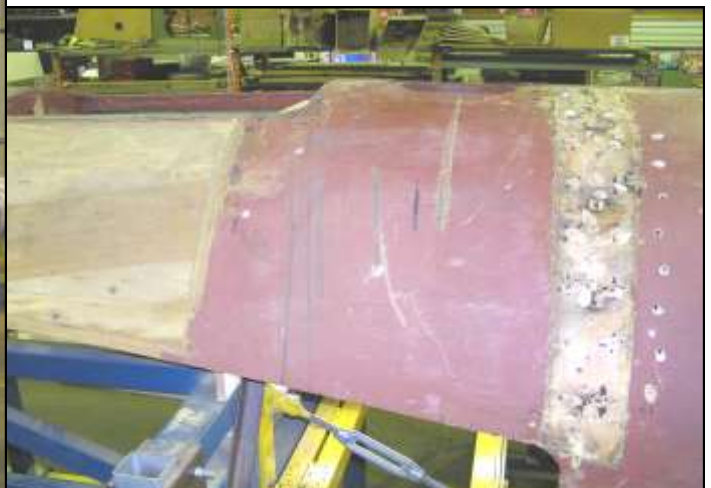
Extended fuselage jig showing temporary inner skin support, with the floor between Bulkheads 3 & 4 removed and most of Bulkhead 3 removed.



Extended jig, supporting the fuselage at the wing attachment points A (upper left) and B (lower right).



Some of the machined foam blocks which will be used to support the fuselage internally when the balsa filler panels and outer skin are removed and replaced. One of the new balsa panels is resting on top; this has already been steamed and curved to match the fuselage shape.

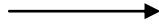


Locating and removing the many screws fixing Bulkhead 3 to the fuselage was a large task.

After marriage, husband and wife become two sides of a coin; they just can't face each other, but still they stay together.— Sacha Guitry

Restoration Photo Montage—Sept 2009 by TRB—contd

Brett Redway and Don Taylor with the restored floor, complete with radio rack mounts and battery tray. This panel fits between Bulkheads 3 & 4, about half way up the fuselage.



Looking aft on the partially restored Bulkhead 4.



Visiting memorable places in the UK—by TRB

Recently Terry Burke, Vice President, had the unenviable task of flying to the United Kingdom and having to visit air shows, look at hundreds of aircraft and look through magnificent buildings. Ah, it was a cross he had to bear though. Don't you feel sorry for him? Here Terry recounts some of his travels exploits.

de Havilland Aircraft Heritage Centre, Salisbury Hall

Many of our members have already visited this historic place; like Point Cook, it's hallowed ground. The band of volunteers who run the Museum and are actively involved in restoration work on Mosquitoes and other de Havilland aircraft bring it to life.

Enthusiasts all, these people have the same concerns and cares as our local volunteers, namely how to raise finance, how to attract more and younger active members, and how on earth are we ever going to get this thing finished? They have a

wealth of technical experience and were quick to share any knowledge which may help us.

They made me very welcome, from sharing a cuppa at lunch time, allowing me into the cockpit of the original prototype Mosie, to having an illustrated parts manual on CD in the mail and on my

doorstep by the time I returned home.

Thanks for that, and particularly



W4050

The great question... which I have not been able to answer... is, 'What does a woman want?' - Dumas



TRB at the Heritage Centre

for your hospitality. I suggest members and/or friends put this on your “must do” list if you’re in England (directions on getting there are on their website, www.dehavillandmuseum.co.uk, and were easy to follow).

Their display includes a wide variety of de Havilland aircraft from some of the earliest, via a great de Havilland engine collection, to the nose section of a Comet IV which houses a fully equipped

cockpit simulator. Plus of course, three Mosquitoes, including the first prototype. The museum is set in a beautifully pastoral environment at Salisbury Hall, near St. Albans north of London.

.....of Horsemen and Flying Legends

The “Flying Legends’ Air Show at the Imperial War Museum, Duxford, U.K. is one of the great events on the international war birds flying display calendar. Held on both days of the second weekend in July each year, a host of restored aircraft are showcased at the former RAF

(and USAAF) air base, near Cambridge. If you need two days at least to see Avalon, the same applies at Duxford in spades.

The Flight Line walk is a great way to start the day. More than sixty aircraft were lined up to take part in the afternoon’s activities, with more static exhibits (such as a running Rolls Royce Merlin engine on its own stand) filling every available space. Six Mustangs, ten Spitfires, four Hurricanes, two Gladiators, three Grumman ‘Cats’, Warhawks, B-17s, B-25s, Lizzies, Sea Furies, and the list goes on. The Russians were there – a mixed formation of Yak-8s, -9s and -52s was joined by a lone Sukoi SU-29. The Luftwaffe was represented by two FW-190s (one flying replica, one static), a Me-109 (not

(Continued on page 18)



W4050 Cockpit

I had some words with my

MAAA Patron—AVM 'Sam' Jordan

In a telephone conversation with our Patron, Air Vice-Marshal J.C. (Sam) Jordan on Tuesday 25 August 2009, Sam expressed his appreciation and support for the award of Honorary Life Memberships for Alan Middleton and Bob Stevens. His thoughts echoed the feelings of all MAAA Committee members that these two men have played a significant and long lasting role in the successful pursuit of our Association's aims and goals. Sam was at pains to suggest that these awards don't mean Alan and Bob should retire on their laurels, and hoped they would continue to add value to the Association.

Sam went on with some "old" 87 Squadron observations. It seems that on reconnaissance and survey flights both during and after WW2 from around the Broome and north-west areas of Western Australia, large compass deviations were noticeable. They were particularly evident

over the rust red (iron ore?) land mass nearby, producing +5 degree variations out-bound, and -5 degrees in-bound. Other organisations have since profited by these anomalies. Sam hopes to visit Melbourne after a proposed trip to the

"new" 87 Squadron sometime soon. He wished both the Association and the restoration progress on A52-600 well.

Terry Burke
Vice-President, MAAA

Po Box 6127
TWEED HDS STA
2786
14 Sep 09

Dear Terry,

It is very hard to choose which adjectives to use to describe my feelings when I received your letter of last Monday — ~~but~~ delighted, honoured, tickled pink, ~~delighted~~ — all seem to fit! And to have joined such great company as Max, Alan ~~and~~ and Bob simply redoubles my pleasure.

As one of the very few surviving people who flew operationally in A52-600, I would like to regard my award as a recognition of the purpose of the Squadron — the restoration of 600.

With great humility,

Yours in 600

"Sam" Jordan

By all means marry. If you get a good wife, you'll be happy. If you get a bad one, you'll become a philosopher.—

'Dame of the Skies' fare welled in Brisbane

Posted Mon Jul 6, 2009
7:00pm AEST

The transport plane has been flying with the RAAF since 1964 but will retire in November.

(ABC: Jonathon Hall)

Mechanics, engineers and current and former Air Force personnel gathered in a hangar at Brisbane Airport today for a farewell for the RAAF Caribou.

The transport plane affectionately dubbed "The Grand Dame of the Skies" has been flying with the Royal Australian Air Force since 1964 but will retire in November.

Caribou A4-140 was one of the first delivered in 1964 and today visited its maintenance base at Brisbane Airport for the final time ahead of its decommissioning.

It was known for its ability to land and take-off in a short distance.

The plane has clocked up more than 20,000 hours in the air over its 45-year career.

It flew troops during the Vietnam war, peacekeeping missions in Pakistan and the Solomon Islands.

It was used for humanitarian relief efforts including delivering aid during the aftermath of the 2005 Asian tsunami and food supplies to drought stricken Papua New Guinea.

Its most recent combat role was during the United Nations

intervention in East Timor.

Wing Commander Tony Thorpe, the Commanding Officer of the 38th Squadron, says it was a sad day.

"It definitely is, it is the end of an era and it will be sad to see the airframe go because a lot of people are very attached to it," he said.

"It's a great aeroplane from the

"It's a really good aircraft to fly, its a gentle aircraft and very reliable," he said.

"It moved the gear around that needed to get places and commonly that gear was quite critical."

But he says modern warfare has made it obsolete.

"The types of weapons that



pilot's perspective, there is no autopilot so there's a lot of thought required to fly it'."

Asked how the plane would be remembered Wing Commander Thorpe said: "it'll go down as a very big part of the history of the Air Force."

The Commander of the RAAF's Air Lift Group Air Commodore, John Oddie, was on hand to lead official proceedings.

He says there is still a lot of affection for the plane he describes as the Air Force's workhorse.

are available to be used against our aircraft are a little bit more capable than previously so that's why this aircraft is less relevant today," he said.

Air Commodore Oddie says the Caribou will be replaced by newer aircraft which can fly further and carry more.

The final flight of a Caribou will be in November.

Caribou A4-140 will go on permanent display at an air force museum at Point Cook in Victoria.

Woman inspires us to great things, and prevents us from achieving them.

Building New Mosquitos—the AVspecs success

All Mosquito restorers worldwide know of a man named Glyn Powell at AVspecs in Auckland, New Zealand and his passion to fly his own restored Mosquito.

He has a website <http://www.mosquitorestoration.com/index.shtml> but has kindly permitted the reproduction of his home page for those people who do not have an Internet connection.

It is now about 18 years since I started on this project to build (restore) a flying Mosquito.

The fuselage of the Mosquito is built in two halves on wooden or concrete moulds. This is the only way you can get the double curvature in the ply.

lofting data and with the help of Chris McMullen, a top boatbuilder, I lofted it out and built the moulds.

The mould itself is not too much of a problem it is the positioning, very accurately, of the bulkheads and numerous other

crete moulds.

Unlike an all metal aircraft, with wooden construction one is not able to reuse parts of the wooden structure in the restoration. The only option is to build the whole wooden airframe anew.



As the moulds had all been scrapped after production ceased in 1950 I was faced with the problem of building them. I was told by people who knew about these things that it was impossible! Well they were nearly right! It certainly was not easy.

I had to start from the original

members, including the main wing pickup fittings in slots in the mould. I had to position them in space and build the mould around them. Working with a 36 foot long wooden mould with the natural atmospheric conditions made a difference to measurements, depending on which day you measured them. This is why the Canadians first used con-

I am building absolutely faithfully to the original drawings and specifications. All original materials are used except for the glue. I am using Epoxy which is a far superior glue and makes a beautiful job of it. As well as being stronger it has excellent waterproofing qualities which overcomes one of the problems the Mosquito gave in service, moisture ingress.

The first fuselage off the moulds has gone to the Mosquito Bomber Group at Windsor, Ontario, who are building a wing for their static Mosquito bomber. We have now built a fuselage, tailplane fin, wing and flaps for Gerald Yagen's Fighter Factory in Virginia USA. That is the entire wooden airframe which is now down at AvSpecs being fitted out.

I have started on my own Mosquito, NZ2308, working on the

'Some people ask the secret of our long marriage. We take time to go to a restaurant two times a week. A little candlelight, dinner, soft music and dancing. She goes Tuesdays, I go Fridays.'

Building New Mosquitos—the AVspecs success—contd

wing spars and ribs. The jiggling for the wing is an enormous job, the main wing assy. jig took 6 months to make and involved some very accurate engineering, especially with the drill plates for drilling the spars for the engine and undercarriage brackets etc which must be drilled absolutely precisely.

It is basically of standard wooden construction but the detail, accuracy and tolerances required are mind boggling. However, as I keep reminding myself, it's all been done before.

When the wooden airframe is finished then comes the assembly of the thousands of metal parts and fittings. You just wouldn't believe how many metal parts there are in an aircraft built "entirely of wood". We have

6 containers full of these metal parts which I have accumulated over the years from around the world. And we still don't have all of them! We are looking for any Mosquito parts. Each one has to be cleaned up, inspected and NDT'd repaired where necessary, the paper work written up and a serviceable tag fitted and the reject rate is high. However almost all of these metal parts will be original and will form a large percentage of the completed aircraft.

We are now in a position to build a Mosquito either airworthy or static.

The Mosquito we are restoring is an Australian built T MK43, which is a dual control Mosquito, the Australian equivalent of the British T MK3. It began life on

the Bankstown assembly line as a FB MK40, A52-20, and was converted to T43 status as A52-1054. It was one of four purchased by the RNZAF in June 1947 and flown across the Tasman Sea in 4 hours. Not bad for an aircraft type which first flew in 1940! It's RNZAF number is NZ2308. It was disposed of in 1955 and ended its days on a farm at Riwaka in the north of the South Island, but at least it was saved from the bonfire, the fate of most of the 80 odd other RNZAF Mosquito's.

My plan is to fly this Mosquito back across the Tasman to Bankstown where it was born all those years ago.

Sabre Launch

The RAAF Sabre A94-983 was flown successfully at Temora on 16 July 2009. This was the culmination of about 4 years of cooperation between the RAAF and Temora Aviation Museum and in particular about 3.5 years of effort by Temora Aviation Museum Engineering to return the aircraft to flight status.

The Sabre was first demonstrated

to the public at the Temora Aviation Museum flying weekend on 5 & 6 September 2009.



'There's a way of transferring funds that is even faster than electronic banking. It's called marriage.' - Sam Kinison

The pilotless "Cornfield Bomber"

In 1970, while assigned to the 71st FIS at Maelstrom AFB, Montana, one of its pilots ejected during an in-flight emergency. The pilot somehow got himself into a flat spin -- considered generally unrecoverable in an F-106 -- and he did what the flight handbook said to do -- get out of it, i.e. eject.

covered from the spin on its own, and established a wings level low rate descent under reduced power to the ground.

Ground effect broke its rate of descent, and it settled into a near-perfect gentle belly landing in a farmer's snow-covered cornfield.

Concerned about where it might be headed, the sheriff didn't think he could wait for the recovery team to get there from Malstrom which, was about 50 miles away; so he got himself connected to the aircraft's squadron for engine shut down instructions before he entered the cockpit to secure the engine.



The photo shows pretty much what the sheriff beheld on that fateful day. A depot team from McClellan AFB recovered the aircraft and it was eventually returned to service. When the 71st FIS was disbanded in 1971, 58-0787, now famously known as the "Cornfield Bomber", was transferred to the 49th FIS, where it finished out its operational service life.

Pilots of the 49th FIS would occasionally run into ex-71st FIS guys at William Tell and rag them unmercifully about the "emergency" so dire that the plane landed itself. 58-0787 is now on permanent display in its 49th FIS markings at the USAF Museum at Wright Patterson AFB, where its story is told in the exhibit. While the 49th FIS Eagle jocks are reportedly glad to see their squadron immortalized in this way for millions to see, they would prefer to see it made more clear that it was the 71st, and not one of theirs, who jumped out of this perfectly good aircraft.

After the pilot did just that, 58-0787 recovered itself from this 'unrecoverable' situation. In a vain attempt to break the spin, the pilot had lowered half flaps, rolled in takeoff trim, and throttled the engine back to an approach power setting. After the ejection, the aircraft re-

When the local sheriff came upon the scene, the engine was still running. The aircraft was situated on a slight incline, and was creeping forward slowly under the thrust of its still-running engine, as the snow compressed to ice under it.

RAAF Museum Air Pageant 2010

Preparations have recently begun for the next RAAF Museum Air Pageant. The event will take place on Sunday 28 February 2010. Volunteer involvement will be required as in previous years however this will be more closely looked at as the Air Pageant nears.

So put a note in your diary and make sure you get there early as the gates close if too many aircraft admirers turn up !!!

'I've had bad luck with both my wives. The first one left me, and the second one didn't.'

James Holt McGavra

George Pinnock Merz

George Pinnock Merz was born in 1891; the only son of George and Annie Merz. George was born in Prahran, but two years later the family moved to Ballarat where he attended Grenville College. He subsequently completed a Medical, Degree at Melbourne University. While at university he served with the Melbourne University Rifles.

In December 1911 the Australian Government announced its intention to form a military air service. By 1913 the services of two instructors had been secured and land had been purchased at Point Cook to serve as an aerodrome. The first class of trainees arrived at Point Cook on August 17th, 1914. They were Lt. Richard Williams, Capt. TW White, Lt DTW Manwell and Lt George Merz.

Merz graduated Dux of his class and by now World War 1 was raging. He and Lt Harrison; one of his instructors, were seconded to the force sent to New Guinea to neutralise German influence in the region. As it transpired they saw no action: indeed they didn't even get to uncrate their aircraft. Shortly after, the British Command in India expressed concerns over threats to oil supplies in Mesopotamia and requested

assistance from the colonies. Australia had only seven military pilots but offered four plus 41 airman in what became known as the First Half Flight to Mesopotamia. Amongst them was George Merz.

forces were forced down into the desert by engine failure. They encountered hostile Arabs and died in the subsequent gun battle. Their aircraft was later recovered but their bodies were never found.



They commenced reconnaissance operations from Basra on May 26th 1915. On July 30th Merz and his companion, an Australian named Burns who was serving with the New Zealand

George Merz was the first Australian airman to die in combat.

His only memorial is a street named after him at Point Cook.

Some deep and meaningful reading ...

Something of interest to those with lots of spare time.

The magazine Flight has opened the archives of the magazine on line going back to 1909. Should be of interest to plane builders and aviation history buffs. Here's the web URL:

<http://www.flightglobal.com/staticpages/archive.html>

The most effective way to remember your wife's birthday is to forget it once....—Nash

Havrena Fon Davies

It is with much sadness the Association says farewell to another Foundation member, the sister of the MAAA Founder, the late Allan Davies. Over the 17 years she was a member she was a most generous and enthusiastic member. Her story was forwarded to us by her nephew Greg Davies.

It is my sad duty to advise you that Havrena Fon Davies passed away on 23 June 2009, attaining the grand age of 99.

As you are well aware, Havrena was vitally interested in the activities of the Mosquito Aircraft Association of Australia (MAAA) and enjoyed receiving her regular editions of "The Aussie Mossie".

She was immensely proud to be associated with the organisation which her youngest brother, Allan Davies initiated in 1992.

She was generous in her support of what she thought to be a worthy cause designed to advance and preserve the memory of those involved with these aircraft.

In a small village in Wales on 3 March 1910, Havrena's extraordinary personal life story began.

Her father, a Presbyterian Minister, first led the then small family to Canora, Saskatchewan, Canada in 1912, returning to Wales in 1914. Havrena's youngest brother, Allan, was born in Liverpool in 1918. In 1920, the family moved to Australia for the first time, then on to California in 1924. Another move, this time to Victoria, British Columbia, occurred in about 1928. The family finally resettled in Australia in the early 1930s.

Although qualified as a music teacher, suitable jobs were not available in Sydney in the early 1930s. Ever pragmatic and resourceful, Havrena turned to nursing, completing her training in 1937.

Lieutenant Davies: a member of

the Citizen Military Forces from March 1941 to October 1942, then the Australian Imperial Force from October 1942 until May 1946. She saw active service in Australia for 1148 days and outside Australia for 394 days.

Her Mention in Dispatches citation paints a characteristic picture:

'In April 1941 she arrived in Darwin where she joined the staff of 119 General Hospital. She did outstanding work in the operating theatre.

During the attack on Darwin she carried out the duties of Theatre Sister with great efficiency and amazing calmness, never considering herself, she worked on tirelessly during the air raids. Through her efficiency and foresight Sister Davies set a high standard and was responsible for the training of many good male orderlies. As conditions improved at 119 General Hospital during 1943 Sister Davies devoted much time of her evenings off duty in helping with musical entertainments given for the troops, by playing accompaniments for the vocal artists, these efforts of hers were greatly ap-

preciated by the troops. [Eventually] ... she arrived TOROKINA [Bouganville] on 5 January 1945 where she has been in charge of the operating theatre since arrival of Unit. The operating theatre was unpacked and working in 48 hours after she took over. Her work is of an exceptionally high standard.'

Havrena worked as a nurse all her life. Her life long membership of the Returned and Services Nurses Club was very dear to her, providing opportunities for continued contact with colleagues. She was an impeccable role model on how to be a decent human being. A truly valiant woman.



You know what I did before I married? Anything I wanted to.

From the Mailbag

"This RAAF 'hero' will always be remembered."

by Jean Scouller.

This is time for reminiscence, and no doubt some thoughts will turn to the great men of the RAAF — 'Killer' Caldwell, Keith 'Bluey' Truscott, Bobby Gibbes and others. My thoughts turn to an ex RAAF man — not an ace, just an ex RAAF Corporal.

I first met this man — not in the Air Force — but after the war when I employed him as a gardener one day a week.

As I left for business early, our arrangements were that I leave a thermos of tea, cakes and the payment for his work in a prearranged place. Things went satisfactorily for some months, then upon returning home one day, I found the work done, the thermos empty, the cakes eaten, but the money still where I placed it.

When this happened the second time I was disturbed, but the third time I became very annoyed and picked up the envelope with three weeks money and drove to the home of this man. Without hiding my irritation I asked for an explanation as to why he had not taken the money for the gardening he had done.

The reply was: "Well missus, I knew you were a widow, but I just found out that you are a war widow, and that you are an Air Force war widow".

"Yes", I replied, puzzled by his statement.

"Well, it's like this, missus. I was in the Air Force and when we were in the islands and caught up in a bit of a skirmish, I would say to me mates, "wonder what'll happen to the missus if I get it this time" and they would say, "don't worry pal, the Japs haven't got a bullet for all of us, and if you're the unlucky one, it'll be right mate, we'll look after the missus".

"So you see I was a lucky one — I came home OK and the way I figure it, well it's up to me to help look after another RAAF bloke's wife."

Until his death, unfortunately not very long after, this man attended to my garden regularly. Never once would he take payment for the work done. Therefore, my thoughts turn not to those courageous men who won the DSO, DFC and Bar, but to an ex RAAF Corporal. To me, he is one of the Royal Australian Air Force 'greats' that I will always remember.

This appeared in the RSL newspaper a few years ago - I thought its worth passing on to your readers.

Noel Sparrow.



I do some voluntary research for the ADF-serials website which is an attempt to document information about every airframe that saw service with the RAAF.

This is quite a large task and one of my responsibilities is for the A52 Mosquito. I am trying to compile a record of each of the Mosquitoes used by 1 Squadron and its markings. The list below has been compiled from publically available sources (don't worry about the reference part, that is merely a quick memory jog for myself, the sources are much wider and include the AWM).

I was wondering if it would be possible to circulate the list amongst your researchers, members or ex-1 Squadron personnel to help fill in the gaps. Any other information such as the names of the crew for each A52 and the history behind the nose art etc would also be appreciated. Even confirmation of the fact a particular airframe did not carry nose art of in-squadron codes would be useful.

Finally, do you know if 1 Squadron has an historian? If so could you please supply contact details?

Regards Ron Wynn
Hervey Bay Queensland

We are keen to get more No 1 Squadron articles onto the website so I think we have a synergy here, with your permission I will include your information on the website and include a request for further information in the next Bulletin. Any reader who can assist should email me at info@aussiemossie.asn.au or mail to the Secretary.

*Don Taylor
MAAA Webmaster*

My wife and I were happy for twenty years. Then we met.— Henny Youngman

Group Captain Ronald Walton DFC

I am writing to inform you of the death of my husband, Group Capt. Ronald Walton DFC RAF on July 25th 2008 after a long battle with renal failure.

He enjoyed his membership of the Aussie Mossie Group and would have been very interested in the New Year 2009 publication.

I am enclosing a photograph of his Mosquito and a first-hand account of one of his sixty missions during WW2.

Yours sincerely,
Joan Walton

en of Gorinchem Ferry, about 20 miles from Rotterdam. These photographs provided the first and only confirmation of a civilian report that the Germans were moving north, and were not, as had been anticipated, intending to launch an attack on the Canadian front, coinciding with the Ardennes offensive. This led immediately to the cancellation of orders to two divisions which were to move up to hold the expected attack.

The third division was released, and the order for Canadian Army H.Q. to move south was can-

was in the Operations Room when the targets for that night were phoned through from T.A.F. H.Q. As expected they included "key" positions, which had significance.

To the 1st Canadian and the 2nd British Armies at this time expecting German attacks in the northern sector in support of the massive Ardennes offensive to the south. Thus river crossing and bridges, local roads, road junctions and towns and villages likely to cause bottlenecks were on the list of targets but one was designated the priority. This was the ferry crossing at Gorinchem.



We were instructed that this was to be covered at all costs but were not given the intelligence reasons for the request. The ferry was to the west of the town, linking the road from Antwerp and Breda to the south to that to Utrecht in the north, and was the crossing of the River Waal. The road from Rotterdam, 20 miles to the west, to Arnhem and Nijmegen in the east crossed

FORESIGHT.

In the official RAF publication "Air Clues" of April 1953 there was an extract of a report of a wartime incident:

"On the night of January 5/6, 1945, at the time of the Ardennes offensive, photographs were tak-

celled. The R.A.F. was also able to use the information because within 90 minutes of the photographs being taken, the first interpretation report was being phoned to T.A.F. Recce Centre and 2 Group aircraft were dispatched to bomb the area. As acting B Flight Commander, I

the Utrecht road there, which made the town an ideal target for the squadron.

The target could be covered by a run, using precision Rebecca H radar for tracking and for release, down the road from Utrecht, at a height of 4000 feet, and dropping

A good wife always forgives her husband when she's wrong.—Rodney Dangerfield

Group Captain Ronald Walton DFC—contd

six of our twelve photo flashes in the attack. I assigned this task to my navigator, Bill Harper, an unflappable character of great experience and myself. We took a secondary target, Wassenburg, which we would cover only if Bill was 100% sure that we had been successful at Gorinchem, otherwise we would make a second run at the main target. I arranged an early takeoff, soon after dusk when any enemy troop movements could be expected to start. And, with a long winter night ahead of us, we could continue the attacks until we were sure we knew just what was going on at Gorinchem!

The night was pitch-black with no moon. This was a pity because the glimmer of the moon on water can be most useful in checking position in the run up to a river or coastal target. We were airborne on time and set course for our I.P. We had decided on a 10-mile tracking run to ensure a steady run up with a minimum of corrections.

Approaching the I.P, I let down from my transit altitude of 6,000 feet, throttling back to maintain an airspeed of 260 mph. Bill gave me the new course of 195 degrees which would take us to the target, and would be about the track of our bombing run along the road north and south of the ferry. He turned on the Rebecca set, which activated the ground station's transponder, and announced with joy that he had strong signals on both tracking and release beacons. We had no visual contact with the ground to check our position and were therefore entirely reliant on dear little Rebecca.

The bombing altitude was to be

4,000 feet, dropping speed 240 mph with the flashes set to go off at 2,000 feet. We were not able to change the fusing of the photo-flashes from inside the cockpit so that, if the cloud base was below 2,000 feet, the flashes would explode at ground level with pretty devastating results for the enemy. In those conditions we could either drop the flashes as bombs or not drop them and take them home again. Usually I took the aggressive view.

The wind was westerly and Bill gave me minor corrections of course to maintain track while I continued to descend, leveling off at 4,000 feet. I lowered my seat fully and continued the run entirely on instruments. There were three main reasons for this procedure: the 4.5 inch Mk.IV photoflash develops 320 million candlepower and would cause temporary blindness if you were looking out when one exploded; the run up and flash drop had to be accurate—we had photographic evidence of where we had been—and, of course, we were less likely to be distracted if the enemy was more than usually hostile. And a 10-mile more or less straight and level run up—say, between 2 and 3 minutes—at excellent light flak height was not exactly the most desirable occupation.

Bill's eyes were glued to the visor of the Rebecca set, both blips were strong and were coding well so that he was in no doubt as to his position. An ideal situation. "Bomb doors open". With these open the speed reduced to 240 mph. The release blip moved down to the right spot and Bill released the first of the stick of 6 flashes. We counted each flash before closing the bomb doors and I turned towards the north-

west in a diving turn in case a second run was required. But Bill, who was fully aware of the importance of that target, was quite sure that the target had been covered 100%.

We therefore set course for our second target, Wassenburg. Happily here, too, we had no interference from the enemy and returned to base feeling well satisfied with our effort, our 35th operation together.

The photographs, in stereo from our split K19 B cameras, revealed that we had covered the target, two pairs of the road on the north side, one of the river with the ferry in mid stream (with troop transports aboard) and three pairs of the approach road from the south, with transports lined up waiting to cross.

After being strafed by the Luftwaffe in its last desperate last effort on 1st January, four days before, we were pleased to hear that these German transports had been destroyed by 2 Group aircraft within two hours of our photography. But of much greater significance (and of which we were not aware until much later) was the release of the British and Canadian Armies in the northern sector.

After debriefing, Bill and I were briefed for sorties to Hohenbad-burg and Kruchten, two focal point villages through which enemy movement could be expected.

By now, it was after 1 am, the cloud had increased and the base down to less than 2,000 feet over both targets. We decided that discretion was the better part of valour and took our flashes home to Melsbroek with us to use another night!

A man inserted an 'ad' in the classifieds: 'Wife wanted'. Next day he received a hundred letters. They all said the same thing: 'You can have mine.'

Visiting memorable places in the UK—by TRB



A good wife always forgives her husband when she's wrong.—Rodney Dangerfield

Visiting memorable places in the UK—by TRB—contd



A man inserted an 'ad' in the classifieds: 'Wife wanted'. Next day he received a hundred letters. They all said the same thing: 'You can have mine.'

Visiting memorable places in the UK—by TRB—contd

(Continued from page 5)



job of it, and are now trying to source engines and ancillaries. It was recovered from the bush as a wreck at Livingstone, south of Darwin; its operational base was Coomalie Creek airfield, N.T. which later became the RAAF Museum Mossie A52-600's WW2 home.

sure if this was a replica or one of the ex-Spanish Air Force Merlin-engined aircraft), and a Ju-52. Standout among the Fokker Triplanes and other replicas was the Bleriot XI, slated to attempt a Channel crossing on the hundredth anniversary of Louis Bleriot's original flight later in July (successful, if a day late due weather). Dozens of marquees line one of the taxiways, with a huge range of military and flying clothing, memorabilia, models, avionics, pilot training course notes and registration facilities, to the obligatory bars and fish and chippers. And people!

With the flying display due to start at 14:00, there was time for a hurried tour of the permanent collection. We'd need a book to cover it in detail, so here are a few of my highlights. Seeing a Mossie hanging from the roof in the main viewing hangar was great, and the SR-71 Blackbird is huge, and about as lethal as an aeroplane can look. Best of all for me was meeting the crew of volunteers restoring ex-31 Squadron RAAF Beaufighter A19-144. Seventeen years after starting, they're making a fine

Choosing aircraft to open a Duxford Flying Legends air show put on by the Fighter Collection is easy: Spitfires and Hurricanes, thank you. How many would you like? The afternoon was as spectacular as it was well organised. As a couple of aircraft lifted off the grass travelling west, another pair would be piling in from Stage Right in a head-on pass at the departing aircraft. One of the best examples of this non-stop action was a diving Me-109 with a FW-

190 on his wing making a head-on strafing pass at two departing Spitfires; stirring stuff! A very tight formation aerobatics display was flown by The Horsemen, an American team mounted on Mustangs (of course). Superb display, superb sounds with no inappropriate music or speech overlay from the PA system. So the afternoon passed until the Joker appeared as the Balbo formed up. "Huh?" you say?

Count Italo Balbo became chief of Italy's air forces under Mussolini in the 1930's. and led a couple of mass formations of aircraft across the Atlantic (there's an excellent short history of Balbo on Wikipedia) before WW2. The Flying Legends air show's traditional closure is a mass flypast of all available aircraft (the Balbo) which takes some fifteen minutes to form up. This gap in the program is filled by the Joker, air show Director Stephen Grey flying free-form aerobatics, this year in an ex-Iraqi Air Force two-seat Hawker Sea Fury T20. Then the aluminium overcast descends



The four most useless things to a pilot are altitude above you, runway behind you, air in the fuel tank and a tenth of a



western entrance. Americans are not forgotten; the USAAF Shrine (under the west gallery) includes some 16000 names of those who died in the conflict. US Air Force personnel, their families and friends donated the new organ.

The restored church is true to the original Wren designs. It's smaller and to me, a more people-scale building than others,

and the show's over...but not till the last aircraft's back on the deck and a final look at the Mosie.

Websites:

Duxford, go to www.iwm.org.uk/duxford

Fighter Collection, go to www.fighter-collection.com

.....of Oranges and Lemons

St Clement-Danes church is an island of tranquillity in the middle of the Strand, London. As the central church of the RAF, it includes more than a thousand squadron and unit badges let into the white Portland stone floor. These are carved in Welsh slate, and include many RAAF squadrons which served in the UK and Europe during WW2. The crests of the RAF and eight Commonwealth air forces are also installed in the floor, inside the

but is an equally beautiful piece of architecture as St Pauls. At an annual ceremony, oranges and lemons are handed to children of St Clement-Danes Primary School by the church's Resident Chaplain and the RAF's Chaplain-in-chief, maintaining a tradition started in 1919.

Many of us have met a number of former air and ground crew members who served in Europe and the Middle East. Seeing their Squadron and Unit crests in this place is a moving experience; I hope the memory of these people's deeds remains enshrined here forever.

*'Oranges and lemons', say the bells of Saint Clement's;
'You owe me five farthings', say the bells of Saint Martin's;
'When will you pay me?' say the bells of Old Bailey;
'When I grow rich', say the bells of Shoreditch.
(Anon.)*

Websites:

St Clement Danes, go to www.raf.mod.uk/stclementdanes
email address: stclement-danes1@btconnect.com

Some notes on the history of St Clement-Danes:

A small timber church was thought to exist here in the years 700 to 800AD which was taken over by the descendants of Danish invaders after their defeat by Alfred the Great in 878. A small stone church was built during the reign of the Danish King Canute (1017–1035), which was enlarged and became known as St Clement of the Danes (St Clement was Clement I, Pope in the first century AD). Although unscathed in the Great Fire of London in 1666, the church became steadily more dilapidated. Sir Christopher Wren was commissioned to build a new church in 1667 and it became one of 51 London churches he designed. A new clock tower and three-stage steeple was added by James Gibbs, a pupil of Wren's in the early 18th Century. The existing church was gutted in a German incendiary attack on the night of Saturday 10 May 1941, remaining desolate until 1953 when the ruins were handed to Britain's Air Council for rebuilding. A worldwide campaign was then set up by the Air Council and the RAF to raise money for its restoration; St Clement-Danes became the central church of the RAF on its completion in 1958.

Source material:

- Pitkin Guides 'St Clement-Danes', www.britguides.com
- 50th Anniversary of St Clement-Danes 1958-2008 pamphlet published by the RAF
- Personal visit, talks with the Verger and various other material.

In the ongoing battle between airplanes going hundreds of miles per hour and the ground going zero miles per hour,

RAAF Museum wins Award and an Aardvark

Article appearing in the Melbourne Herald Sun on Sunday 24th July 2009.

heraldsun.com.au

Herald Sun extra a&e



Jet stream: Point Cook's latest, an F-111 G fighter bomber, is part of the important story of our air force.

Point Cook passes with flying colours

Our readers have chosen their favourite museums, writes

Harbant Gill

TWO Victorian museums have been declared joint winners in the *Herald Sun* People's Choice Award for the Best Museum Experience.

Our readers picked the RAAF Museum in Point Cook and the Benalla Costume and Pioneer Museum from more than 720 facilities statewide.

The prize was part of the 12th Victorian Museum Awards presented at Fed Square last night.

The RAAF Museum tells one of Australia's most important aviation stories, that of the world's second oldest air force.

One voter said the museum was "educational, interesting for students, ex-aviators and the general sightseeing public".

The Benalla Costume and Pioneer Museum, run by volunteers for more than 40 years, features Ned Kelly's bloodstained sash, which he wore at the Glenrowan siege.

"The combination of warm country hospitality and the highly professional presentation of such a variety of exhibitions is unbeatable," a fan says.

Museums Australia (Victoria) president Daniel Wilksch says both museums are outstanding in their leadership and high standards.

The Benalla museum also won the Click Systems Volunteer Museum Award for its excellent exhibition and public programs.

Benalla's Art Deco exhibition held as part of the Art Deco festival last year and the current *Riding Through Time — The Evolution of the Bicycle* are the latest in a series that has attracted more than 1000 visitors a month.

The Archival Survival Museum Award went to the Flagstaff Hill Maritime Village, whose small staff

and volunteers have delivered activities focused on making Flagstaff Hill central to the life of Warrnambool.

This has resulted in a growth in attendance and local investment along with a membership rise from 78 to 435 families and more than 17,567 hours of volunteer work.

The Individual Achievement Award (volunteer) was won by Catherine Hope, education officer at the Chinese Museum.

She developed the museum's first education kit which has been sent to more than 28,000 children.

The Individual Achievement Award (paid staff) went to Karlie Hawking, project officer with the Goldfields Community Museum project, on which she has worked with more than 33 community museums.

The awards are aimed at boosting standards and recognising community engagement.

The four most useless things to a pilot are altitude above you, runway behind you, air in the fuel tank and a tenth of a

Flight Lieutenant Syd Goddard Lecture

I thank you for this opportunity to tell you a little about one of the most successful warplanes operated by the allies during WW II - the de Havilland Mosquito.

Sir Basil Embry, Chief of the Air Staff, stated that it was the finest service, aircraft – without exception – that had been built in Britain.

It was faster than the Spitfire and it could perform an upward roll with one propeller feathered.

Initially, it was designed as an unarmed bomber, but immediately after Dunkirk the need for a fast attack-fighter became urgent and the order was changed to approximately half fighters, half bombers.

In the Fighter-Bomber versions, the bomb-bay space was taken up by four Hispano 20mm cannons, and the clear nose was replaced by four Browning machine guns.

The Allied aircraft losses over Germany and the rest of Europe were extremely high, resulting in 120,000 casualties, of whom nearly were killed.

All of the early heavy bombers were slow and not very maneuverable. For example, the Stirling bomber took eight-and-a-half hours to fly to Berlin and return, and the Halifaxes, Wellingtons and Flying Fortresses were not much faster.

The Avro-Lancaster became the main heavy bomber. Although it was an excellent aircraft, casualties were still very high. Throughout the complete trip — even up to return to base — they were vulnerable to fighter attack. When these aircraft were lost, a crew of seven went down, compared with two on the rare occasions that a Mosquito was shot down. (In the case of a Flying Fortress it was a crew of ten.)

Although the Lancasters did the bulk of the work, the contribution by Bomber Command Mosquitoes was still significant. Mosquito Bomber Squadrons flew 28,000 missions, losing only 193 aircraft; that is, a loss of seven aircraft in one thousand.

Finally, an individual Mosquito bomber holds the record for the most missions flown by any allied bomber in World War II. That one aircraft flew 213 missions (and it survived the war).

Now for the Mosquito Fighter-Bombers - there were many versions, including:

- Pathfinders
- General Attack Fighters
- Night Fighters and Maritime Strike Aircraft.

There were also Photo Reconnaissance aircraft.

The Mosquito Fighter-Bomber had a stronger wing than the bomber, so as to take eight Rocket Rails or to carry two 250-pound bombs under each wing, if required.

Of the fighters, the Mark VI was the most common version, with more than 2,000 built. They were flown by many squadrons, including the Intruder Squadrons of Fighter Command. They frequently operated against high-risk, heavily defended targets, where the losses were high in comparison with Mosquito bombing operations.

One example of these Mosquito attacks was the raid on the Prison Complex at Amiens, France, where over six hundred French Resistance and other prisoners were being held.

Three Mosquito squadrons took part in this operation.

The walls were breached and the main guard and administration buildings were destroyed in the attack.

Approximately 300 prisoners escaped but four Mosquitoes were lost, including that of the Commander - Group Captain Pickard.

Another successful raid was on The Hague, Holland, where the Gestapo stored the complete Central Population Registry of Holland.

High explosives and incendiaries were used to completely destroy the building and all the records.

Another outstanding raid was on the Gestapo Headquarters at Shellus, near Copenhagen, Denmark. Danish Resistance fighters had been requesting the raid for some time but the target was so heavily defended that a raid was initially not approved. Finally, twenty Mosquitoes in three waves made repeated low level attacks. Fifty-five Gestapo officers were killed and the building and all the vital records were destroyed. Five Mosquitoes were lost.

Another variation of the Attack Aircraft was the Mosquito Night Fighter.

This version, painted black, was equipped with Aircraft Interception Radar and was generally operated as a defensive night fighter over the U.K., where the enemy aircraft were generally Junker 88s.

Officially 258 Luftwaffe were shot down with the loss of 70 Mosquitoes.

A few of the well known pilots who flew

Mosquito Fighters and whose names are probably known to most of us include:

- Wing Commander Guy Gibson – C.O. of a Pathfinder Squadron – was lost over Holland. His character was seen in a post-war movie.

- Group Captain Len Cheshire, V.C., who commanded the Squadron after Gibson. After the War he was involved in founding the Cheshire Children's Homes.

- John 'Cat's Eyes' Cunningham – was an outstanding night-fighter. He was later a civil test pilot and Chief Pilot on the Concorde.

- Keith Miller – Australian Test Cricketer - was a Mosquito pilot based in the U.K. When later asked at a Press Conference how he coped with stress as a Test Cricketer, he replied: "Stress is when you have a Messerschmitt up your arse – cricket is not stress."

Now – to talk about the Australian Operations.

Thirty-six Mark VI fighter-bombers were shipped to Australia and allocated to No. 1 Squadron RAAF. They arrived in camouflage colours but were repainted silver to reduce the effect of the hot sun.

The Squadron was based at and operated from Labuan Island, North Borneo. The unsealed runway, only 1200 meters long, was barely adequate for take-off with a full load of fuel and ammunition.

All of our operations were low level attacks against Japanese targets on Borneo, other islands, and Indo-China, which today we know as Vietnam.

In these attacks, from my experience, the aircraft's machine guns were not noticeably effective, but the Hispano cannon appeared to do real damage. When firing the cannons you could feel the retarding effect on the aircraft and you could see some result on the targets.

In that particular area of the Pacific, the allies had air supremacy, so we had no problems with enemy aircraft. There was, however, plenty of anti-aircraft resistance but the Mosquito was so fast, only one of our aircraft was shot down. That was near Kuching, Borneo.

With the end of the War, some of our aircraft went to Japan with the Occupation Forces. The rest of us flew, via Balikpapan, back to Richmond Air Base, where the Mosquitoes of No. 1 Squadron never flew again.

Syd Goddard

Good judgement comes from experience. Unfortunately, the experience usually comes from bad judgment.

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

Davies, Havrena Fon of Canterbury, Victoria
Garrett, Charles Herbert of Wavell Heights, Queensland
Granger, Joyce of Ashburton, Victoria
Stoner, Ross of Campbelltown, South Australia

The Association's condolences are extended to all the Member's loved ones. Their support to the Association will be sadly missed.

New Members

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

Clark, Angela of Sunbury, Victoria
Clark, Tony, of Sunbury, Victoria
Vincent, Josephine of London, England

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

The Mosquito Aircraft Association of Australia

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First Guy (proudly): 'My wife's an angel!' Second Guy: 'You're lucky, mine's still alive.'