

Museum to remain at Point Cook

The Department of Defence commissioned Sinclair, Knight, Merz, a leading Australian Planning Consultant, to assist in the preparation of the Strategic Land Use Plan for the RAAF Base at Point Cook.

Defence is seeking to sell the site, in the next financial year, as an operating regional airfield.

During a public forum, held at Point Cook, the Consultants explained they had considered many different options for its use.

One option was to leave the site as it is, but this would not be attractive to a buyer.

Other options covered a reduction in operating capacity to a stage where basically the airfield would just be available for the RAAF Museum's flying needs. This meant that the north south runway would be the only one remaining.

On the other hand the possibilities of increasing capacity

would be to entice more flying training units to operate from the site, while the upper end would be to lengthen existing runways and/or build another parallel north south runway providing the capacity to operate corporate jet aircraft.

In each case an environmental study was performed highlighting the noise pollution impact to the surrounding areas, especially due to the urban sprawl slowly encroaching of the airfield from the north.

The study showed the level of noise would be unacceptable over the dormitory suburbs, when jet aircraft utilise northern approaches. The east west runway approaches are mainly over water.

No matter what option is taken by the future purchaser, there will be a specific caveat to protect the Museum and historical areas on the airfield.

All the hangars currently occupied by the Museum, the north south runway, the aircraft parking areas in front of the hangars

and a carriage way between the two must be preserved for the Museum's use.

In addition the parade ground and the historical buildings built before and during World War II are covered by a Heritage listing. These historical buildings include the hangars by Port Phillip Bay used early in the century by flying boats, but these would not be controlled by the Museum.

The Museum's administration will have to vacate the building they occupy and move into one of the classified buildings behind the Museum carpark.

Basically the rest of the site will be available to the purchaser to do as they see fit, once planning approval is obtained.

The bottom line is that the Museum will remain with an operating runway and still be under control of the Air Force as a 'mini' base. Its role will therefore not change from what it is now.

It will endure as an historical site for the foreseeable future.



Merry Christmas and a Joyous New Year to all from the Aussie Mossie

The President's Log—by Alan Middleton

During the last three months A52-600 has continued its reconstruction under the guidance of B1 and B2 alias Brett Clowes and Brett Redway of the Museum with the enthusiastic assistance of some fifteen of our Members and Members of the Friends of the Museum, in particular Arthur Winton who is having fun dismantling an airscrew assembly. Arthur assures me he will be able to put them all back together.

Bob Stevens has become a member of the Papparazzi and some of his efforts are reproduced in this bulletin to prove our contribution. Bob has been threatened by B2 of severe action if he shoves his camera in B2's face again.

Graeme Coates deserves special mention as his continuing leadership, computer skills, knowledge of technical details and general co-ordination of the inexperienced workforce are outstanding. Thanks Graeme.



My thanks also go to all our Members for their ongoing interest in the absorbing task of restoration of A52-600.

Ron Gretton and Geoff Matthews, Members of The Friends, are both taking an interest in A52-600 and I sincerely hope that, when time permits, they will be able to provide us with some assistance as the miracles they have performed on the Walrus demonstrate their skill and dedication which have already been of great encouragement to us. Ron has recently been subjected to some medical reconstruction and we all wish him a speedy and complete recovery.

Two functions attended by some of our Members recently were the Volunteers Training Day and a tour
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Next MAAA Committee Meeting

The next MAAA Committee meeting will be held in the Mosquito Project Room at Point Cook on Sunday 2nd February 2003 starting at 11:00.

(after morning tea break).

Patron	Air Vice-Marshal J.C. (Sam) Jordan AO (RAAF-Retired)		
President:	Alan Middleton	61 (0) 3 9523 9774	ALMid@bigpond.com
Vice President:	Graeme Coates	61 (0) 3 9428 2324	CoatBeam@melbpc.org.au
Secretary/Treasurer/Editor	Bob Stevens	61 (0) 3 9800 4364	RSteven1@bigpond.net.au
Oral History Project Coordinator	Reg Spooner	61 (0) 3 9466 8158	
The MAAA Mailing Address:	32 Clarke Crescent WANTIRNA SOUTH Victoria, Australia 3152		

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A Workers Collage



Ken "Give me something to do"



Murray "I'm usually happy"



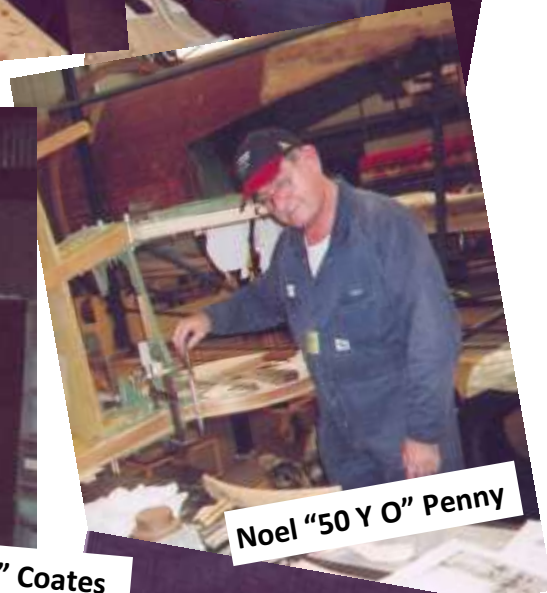
Brett "You flash that camera at



David "The new kid"



Graeme "The Brains" Coates



Noel "50 Y O" Penny



Arthur "Hercules" Winton and Don "Come in spinner" Taylor



Pat "I'll weld anything"

Enthusiasm is the greatest asset in the world. It beats money and power and influence.
- Henry Chester

From the Mailbag

Brian Fillery writes:

It struck me that the MAAA should have a repository for original photos and someone to look after them. I am willing to undertake that task but my real fear is that many of them will get lost. The members who are likely to have them are getting older and when they die the families may well toss the photos out as "Dad's old crap".

Could we not put up the idea that they should leave them in their will to the MAAA for posterity? Your assistance on this would be appreciated.

Brian J. Fillery
18 Byrne Street
WINDSOR 4030

Email: bfillery@gil.com.au

Sir,

I'm trying to trace any information or photographs of 82 Squadron which flew Mosquitos in Burma. My Uncle was a Navigator on this squadron and unfortunately all his items of interest were burnt in a fire. I am aware that a high percentage of the Squadron was made up of Australian aircrew.

Would it be possible for you to place an advertisement in your publications asking for help on this subject, I would of course pay for any costs to you.

Mr. H. J. Sandall

Email: ENROUTE62@aol.com

Hello,

Please only read on if you are interested in tracing colleagues, friends or relations from the armed forces or ex forces personnel.

Our Armed Forces Reunion Website: <http://www.ComradesandColleagues.com> has been running for over 6 months now, reuniting thousands of current and ex-service personnel and raising over £400.00 for armed forces charities.

Please take a minute to have a look at the site which is run by ex Royal Navy Fleet Air Arm tech', Mike Hosking. There are no adverts, gimmicks or rip-offs on board, just a quality armed forces reunion site serving New Zealand, Australia and Great Britain.

Thanks for your time and best regards

Mike Hosking for [ComradesandColleagues.com](http://www.ComradesandColleagues.com)
<http://www.ComradesandColleagues.com>

Brian Fillery's information corner

The last Mosquito to be lost in action in the European theatre was MV530. It crash landed one day before Germany surrendered... It was shot down by American guns!

Things only ever go wrong at the last moment - J.D. Boatwood

Making Mosquitos

Member Allan James of Raymond Terrace, NSW sends the following article from May 1986 "Woodworker", the Guild of Woodworkers publication, printed by Argus Specialist Publications Ltd, London by Ken Taylor.

When I joined F. Wrighton & Sons as a 16 year-old apprentice in 1942, production of the Mosquito fuselage was already well established and was followed a few months later by the wing. Considering the all-wood construction of the aircraft, the mill was quite small and the machinery very basic - a hand-fed rip saw, a surfacer, a thicknesser, two small dimension benches, a band saw, a spindle, a router and two bobbin sanders.

The spruce, balsa and ply were inspected and check-weighed on delivery to determine moisture content and any material not up to spec would be rejected. The spruce was of superb

quality and was a pleasure to cut, but as there wasn't dust extraction on the saw the ma-

chinist soon began to look like a snowman.

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Bbb bear

A bear walks into a bar in Billings, Montana and sits down. He bangs on the bar with his paw and demands a beer. The bartender approaches and says, "We don't serve beer to bears in bars in Billings."

The bear, becoming angry, demands that he be served a beer. The bartender tells him again, more forcefully, "We don't serve beer to belligerent bears in bars in Billings."

The bear, very angry now, says, "If you don't serve me a beer, I'm going to eat that lady sitting at the end of the bar." The bartender says, "Sorry, we don't serve beer to belligerent, bully bears in bars in Billings."

The bear goes to the end of the bar, and as promised, eats the woman. He comes back to his seat and again demands a beer. The bartender states, "Sorry, we don't serve beer to belligerent, bully bears in bars in Billings who are on drugs."

The bear says, "I'm NOT on drugs." The bartender says, "You are now. That was a barbitchyuate."

The biggest waste of water by far is when you spend half a pint and flush two gallons - Prince Phillip

Making Mosquitos—contd

(Continued from page 5)

Because of the sharp taper of the wing, every wing rib was a different size; so many settings were required on the dimension bench to produce a batch of components. Each batch was inspected, and if it was within the specified tolerances, it was given the AID (Aircraft Inspection Department) stamp and sent for assembly.

The ply for the skins was cut oversize on the band saw and then brought to size on the router using very accurate jigs supplied by de Havillands.

There were no tungsten-tipped cutters in those days, so frequent regrinding was necessary because the ply was bonded with resin glue. The edges of the skins were then scarfed on the bobbin sander, marked with a serial number and identified with the fuselage assembly position.

The balsa was machined into planks 3/8 in. thick, but left quite random in width and length - generally they were 3-4in wide and from 2-5ft in length.

The next shop contained the jigs for the fuselage shells. They were made of mahogany, and well polished to prevent the ply or balsa sticking to the jig. The turnbuckles, which secured the band clamps, were attached to the jig supports and were placed edge-to-edge across the shell, running the whole length of the fuselage.

The bands had holes punched over their entire length to let out surplus glue when the balsa planking was being clamped down on the shell. Large brad-awls were pushed through the holes into the balsa so the excess glue could squeeze out and be washed off. The bands were applied three times; first when the inner skin was being fixed to the formers and long-erons (which fitted into slots in the jig); second when the balsa planking was being glued down, and third when fixing the outer skin.

The completed shell would be lifted off the jig bodily by the jig crew, and the two half-shells would then be joined temporarily with special clamps so no misalignment or twisting could occur. They were then taken to de Havilland's for finishing and fitting out into finished aircraft.

The one-piece wing was assembled in vertical steel jigs with the trailing edge upwards.

The main spars were delivered prefabricated; and the ribs were attached by gluing and screwing plus hundreds of hand-cramps.

The ply skins (the upper one was reinforced by Douglas fir strips) were then glued and screwed to the ribs and spars with brass screws. The screws were close together and it was all hands to the 'Yankee' pump screwdrivers - no electric or air-operated drivers then! After our work on them, the wings were taken to the finishing department for covering in Madapolam (a fine linen-type fabric), which

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Coomalie Map

Member Keith Muller, who has had various pieces of his "Coomalie" artwork shown in previous Bulletins has forwarded the Coomalie Base map on Page 7 and the following narration.

This map came into my possession a long way back. I started the idea and passed it on to Ron Vassie who did a considerable amount more. How he picked up the map Bob Alford made, I have no idea. I feel it was passed around to many hands all contributing their little bit. It really is a great map now and I would guess very few, if any squadrons could say they have such a comprehensive map.

May I relate a very humorous incident, not at all humorous at the time, but this time of life we can laugh.

Many of our members can picture the activity on the tarmac prior to a mission. The pilot in this case, our C.O., W/Commander Gamble and his navigator Flt Lt Lobb on a trip via Derby (or Broome) to points further north. There were the usual smooth last minute flight checks where feet hardly touched the ground! When I think back now there could not have been an abundance of serviceable aircraft for immediate standby as this occurrence occurred over several hours.

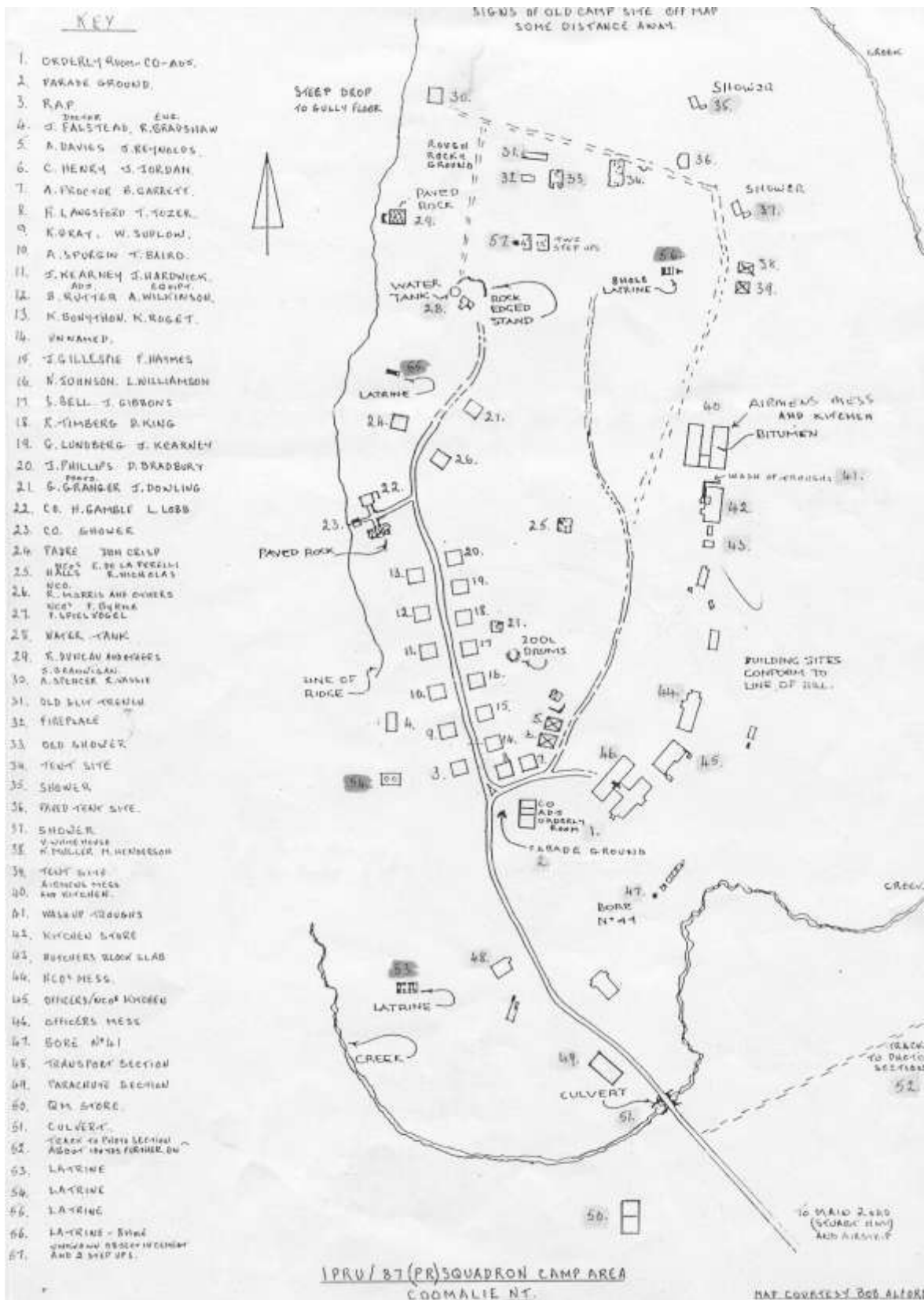
The first happening:

One of the photographic chaps wanted a test run of the aft cameras. As we all know the rear hatch was not a large aper-

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It is better to live rich than to die rich - Samuel Johnson

Coomalie Map—contd



A hospital is a place where the staff have more complaints than the patients - P.K. Shaw

Coomalie Map —contd

(Continued from page 6)

ture. Only one person at a time could enter but two people could stand in the hatch with their feet on the ground.

So the camera man who was in the hatch together with a radio tech. The radio tech was involved in checking the tuning of the SCR 522 VHF transceiver, which meant he had to lean over the IFF transponder. The IFF transponder being a highly secret apparatus was fitted with an explosive charge for destruction of the said unit, if a forced landing occurred.

Another person who will remain completely anonymous was requested to push the twin buttons in the cockpit to motor the cameras - do our members recall the four pairs of buttons (you had to push two for any function).

On the starboard side just above the cockpit entry hatch, one pair ran the camera motors, two pair triggered the port and starboard Merlin fire extinguishers and the last pair was used to create a rather large explosion to destroy the innards of the IFF transponder. Unfortunately the camera buttons and the IFF transponder destruct buttons were right beside each other.

So the sequence went. A hand belonging to the anonymous person reached up without looking, and at the call pressed the wrong buttons, which immediately blew up the IFF transponder, which more than immediately resulted in two persons exiting the rear hatch at the same time - a physical impossibility.

Many shouts and gestures of consternation happened in the next few minutes and the end product was W/Commander Gamble throwing his hands in the air and with much muttering climbed into his Jeep and drove away.

But wait, the story is not finished.

The second happening:

Another beautiful Mk XVI was brought into the picture. An hour had passed and again the feet flew around the aircraft - faster this time. I am sure our engineer officer Sqdn Ldr Cox would have been well and truly in the picture. Again W/Commander Gamble and F/Lt Lobb were busy strapping on their gear ready for the big and worrying mission.

One of the checks prior to departure was to disconnect the line to the - wait for it - IFF transponder destruct detonator. A light is fitted to the end of the line in the rear fuselage and one radio tech waits to see when the destruct buttons are pressed in the cockpit to check that the light comes on.

So - the aforementioned anonymous person was again in the picture and was again requested to go to the cockpit and push the appropriate buttons. Again the hand went up without looking and at the signal pressed the buttons.

Strangely there was a loud hiss and a big evacuation of the area around the port Merlin and then there was an abundance of fire extinguisher foam dripping from the motor nacelle. Strange why would the fire extinguisher blow its top at this moment?

But we know don't we?

The anonymous person's face was a deep colour of red and he was far from being congratulated.

Time has gone by and I cannot quite remember W/Commander Gamble's comments, but I do remember they were vivid as again he climbed into his Jeep and disappeared into the distance.

As this all happened nearly sixty years ago, I hope I have related the story correctly. This was not second hand knowledge as I witnessed both happenings and just to cover my tail, ***I was not the anonymous person.***

Perhaps there are others around the traps that can recollect these incredible incidents. Some comments would be interesting.

** Articles ** Please

The Editor is getting desperate for articles to include in these Bulletins.

Please send stories, photos, anecdotes, etc. they will be copied and returned to you.

Thank you to all those readers who have sent items over the past years, but now the bottom of the barrel is in sight, so please help.

Making Mosquitos—contd

(Continued from page 6)

was stuck in place with red cellulose dope applied by brush.

Special mention should be made of the adhesive, which was known as 'Beetle Cement', a type of urea formaldehyde manufactured by B.I.P. Ltd. This adhesive was used in the furniture trade just before the war.

Two types of Beetle cement

were used; type 'W' for bonding the plywood laminations and type 'A' for gluing the balsa to plywood and for general assembly work.

Cement 'W' used a special hot hardener so the glue-line could stand the three-hour boil test which was required for aircraft use.

Cement 'A' was a special gap-filling type where joints might not be in close contact while

the glue cured. As heat could not be applied, it had to set properly at normal shop temperature.

As far as I know, things went as the designers intended; large numbers of inspectors made sure they did!

At the end of the war, F. Wrighton's went back to making furniture.

My wife...

My wife and I have the secret to making a marriage last:

Two times a week, we go out to a nice restaurant, have a little wine, some good food and companionship.
She goes Tuesdays, I go Fridays.

We also sleep in separate beds. Hers is in Sydney and mine is in Melbourne.

I take my wife everywhere, but she keeps finding her way back.

I asked my wife where she wanted to go for our anniversary. "Somewhere I haven't been in a long time!" she said. So I suggested the kitchen.

We always hold hands. If I let go, she shops.

She has an electric blender, electric toaster and an electric bread maker. Then she said, "There are too many gadgets and no place to sit down!" So I bought her an electric chair.

Remember .. Marriage is the number one cause of divorce. Statistically, 100% of all divorces started with marriage.

I married Miss Right. I just didn't know her first name was Always.

I haven't spoken to my wife for 18 months. I don't like to interrupt her.

The last fight was my fault. My wife asked, "What's on the TV?" ..I said, "Dust!"

Why do Men die before their wives? 'Cause they want to.

In the beginning God created the Earth and then rested. Then God created man and rested. Then God created Woman. Since then, neither God nor man has rested.

A man travels the world over in search of what he needs and returns home to find it

- George Moore

Keith Holland

A man who grew up and was educated at Curlwaa won the Distinguished Flying Cross in World War II for incredible courage and determination as a RAAF pilot flying no less than 42 daylight photographic reconnaissance missions over Germany and occupied Europe.

He was Flying Officer Keith Holland and his task was to fly unarmed twin engined Mosquito aircraft at high level on these dangerous operations, many more than six hours in duration.

When undertook elementary flying training on Tiger Moths. Upon successful completion, Holland received an overseas posting, sailing to America via the Panama Canal.

Following his arrival in Canada, he commenced, on August 19, 1941, flying single engined Harvard aircraft, similar in design to

the Australian Wirraway. Holland completed service training on December 3 as a pilot navigator and with a commission. Embarking at Halifax, Nova

Scotia on March 10, 1943, his next challenge was further instruction at No.8 Operational Training Unit at Dyce, Aberdeen, Scotland, on Spitfires.



After a brief period at 543 Squadron (RAF) at Benson, UK, for training in photo reconnaissance on Spitfires, there was a change in direction and he was sent back to Dyce for conversion - to the twin engined De Havilland Mosquito.

He was joined at this stage by his navigator F/O Geoff Bloomfield (RAF) from Wallasey, England. The
(Continued on page 11)

Cold Balls—courtesy of Brian Fillery

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. These cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. But how to prevent them from rolling about the deck?

The best storage method devised was a square based pyramid with one ball on top, resting on four resting on nine which rested on sixteen. Thus, a supply of thirty cannon balls could be stacked in a small area right next to the cannon.

There was only one problem—how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plate called a "Monkey" with sixteen round indentations. But, if this plate was made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "Brass Monkeys."

Few landlubbers realise that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. Thus, it was quite literally, "Cold enough to freeze the balls off a brass monkey!"

(And all this time, you thought that was a dirty expression, didn't you?)

Our body cells renew themselves whilst we sleep.
If only our wallets would so the same! P.K. Shaw

Keith Holland—contd

(Continued from page 10)

Mosquito was universally loved by those who flew in it. It was built mostly of moulded plywood with powerful twin, Rolls-Royce Merlin engines and was particularly effective as a night fighter and as leading aircraft for the Pathfinders.

With his navigator, Holland arrived at 540 Squadron (RAP) based at Leuchars, Scotland, on November 10, 1943, to fly the pressurised photoreconnaissance version of the Mosquito.

Holland flew his first photoreconnaissance operation over enemy territory on November 26, 1943, to Elgito, Porsgrund, Fredrickshaun, Falborge, an apparently uneventful flight taking 41/2 hours.

Frequent targets for high level photography were the rocket launching sites at Peene-munde, submarine bases such as at St Nazaire, industrial centres and Berlin.

According to the official citation of March 1944, Holland received his DFC, "for numerous sorties and has displayed courage and determination of a high order".

In fact, his operation in Mosquito LR 424 over Berlin, Tutow, Recklin, Gustrow, Peene-munde and Wis-

mar would have been very much in the authorities' mind.

In the book 'Air War against Germany and Italy' by John Herington this sortie is graphically described: "On February 19, daylight reconnaissance of Berlin was at last possible. Flying Officer Holland of No.540 Squadron RAF made four deliberate runs over Berlin through heavy anti-aircraft barrages to secure perfect photographs.

"These revealed that fresh damage in the 10 major raids since the last assessment was spread over a very large area but nowhere had large fires raged unchecked over whole district as had happened at Hamburg." Sadly, after 42 dangerous un-armed operations, Keith Holland's flying career came to an end on October, 27, 1944, when his Mosquito crashed while on a long dis-

tance high level photographic mission over the Berlin-Stettin area.

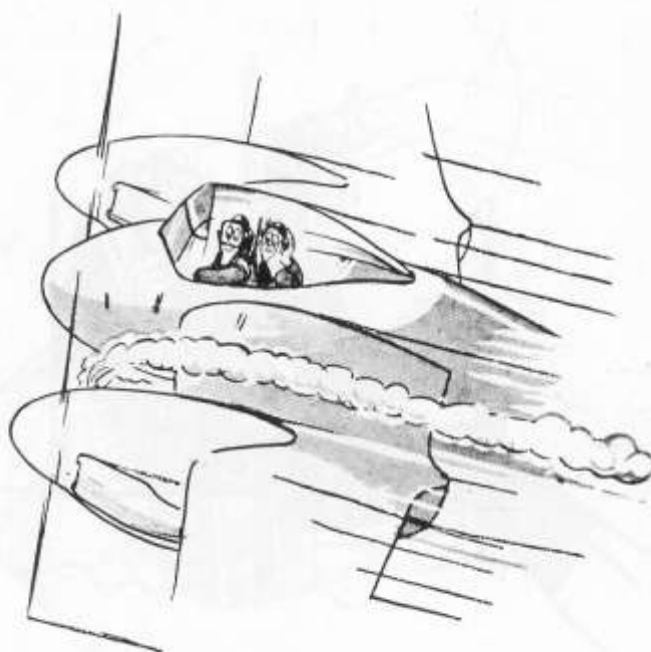
It is not known whether he was hit by flak or attacked by an enemy fighter. His navigator F/O Bloomfield perished with him. Holland was buried in the first instance at Warnemund, on the coast of the Baltic Sea in Germany and his final resting place is at Louvain, near Brussels, Belgium.

The inscription on his grave recognises his pre-war involvement with Curlwaa Scouts and his outstanding war service:

"A GOOD SCOUT, HIS DUTY,
NOBLY DONE, ONE OF
AUSTRALIA'S BEST"

Unwatched kettles
quickly boil

Published by The
de Havilland Air-
craft of Canada
Ltd., Toronto, 1944



"Yes, that steam is pretty, isn't it, Paine? Shall we open the radiator flaps while there is still some coolant left?"

If you enjoy what you are doing, you can always find time for whatever you want to do -

Vale

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

JH (John) Palmer

of TORQUAY, Victoria
Passed away on 3rd March 2002

GW (George) Redding

of BALLINA, New South Wales.
Passed away on 1st October 2002

Our sympathies to their wives and families.

George Redding

Margaret Redding writes about her late husband:

George Redding was born in 1924 and grew up in North Ryde. He was educated at North Ryde Primary School, Drummoyne Intermediate High and Fort Street Boys High School in Sydney.

He enlisted in the RAAF in August 1942 and served mostly in 36 Squadron. He was a Navigator and a Flying Officer at the end of the World War II. George served in the Air Force Reserve from 1949—1957.

After the war he gained a science degree at Sydney University. He worked for Australian Paper Manufacturers for 40 years—10 of which were in Sydney and 30 years in Melbourne.

He was always interested in aircraft and we have many photos to prove it.

He wrote a newsletter for ex-members of 36 Squadron, twice yearly for many years.

We were married for nearly 55 years and had a son and two daughters.



New Members

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

S (Spiro) Deligiannis

601 George Street
SYDNEY, New South Wales

DC (David) Romans

28 Haydens Road
BEAUMARIS, Victoria

AJ (Alfred) Batchelder

7 Butler Street
BRIGHTON, Victoria

G (George) Gould

2/23 Casuarina Close
OLD BAR, New South Wales

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

The President's Log—contd

(Continued from page 2)

of the Hawker de Havilland facilities at Port Melbourne.

The Training Day introduced us to the rudiments of Medical and Fire emergencies and were conducted by Wayne Urmston, an Ambulance Paramedic, and Darryl Wells of the CFA. Both topics were most interesting and extremely well presented and I thank the Museum for including some of our Members in this event.

The tour of HdH was really an eye opener to be able to learn something of modern aircraft construction—very little metal and no timber.

I thank the Museum for this opportunity and thank HdH for the privilege of being their guests. We were extremely well looked after by the Managing Director, Lindsay Anderson and the two guides, each holding a PhD in Aeronautical Engineering Dr Phil Crothers and Dr Chris Howard.

I thank all our Members for their support during 2002 and look forward to its continuance

My best wishes to all for the festive season and a healthy and satisfying New Year.

If you bungle raising your children, I don't think that whatever else you do well matters very much
- Jacqueline Kennedy Onassis