

ANZAC Day

Today, is the day of the ANZAC,
A day to remember, and look back,

They were transported by sea,
To a place, called Gallipoli,

Over the beach, and up a cliff,
Confronted by an enemy, fierce and stiff,

For some, the cliff was out of reach,
And they died, upon the beach,

Diggers, barely finding time to pray,
As the fighting went on, day after day,

Either wounded, or struck by illness,
The diggers dedication, could only impress,

Each year we pay homage, and show respect,
When we take this time out, to reflect,

Although our debt to them, will never be met,
Their many sacrifices, we will never forget,

When the old diggers march down the road, do not sneer,
They have well and truly earned, this one day of the year

The President's Log—by Alan Middleton

The New Year has seen further progress in the work on A52-600 and the satisfaction gained in this is noticeable in all our volunteers.

The Mossie is now the main project in the Museum's reconstruction hanger and is plainly in view to all visitors

Our familiarity with the many aspects of identification of the parts of the jigsaw puzzle is increasing and new skills are being attained.

Several Task Areas have been identified and under the guidance of LAC Brett Redway of the RAAF Reserve, who is the appointed Project Manager, we are embarking on a trial run of appointing a Team Leader to head up each area.

We hope this will lead to a better flow of activity by having Volunteers assigned to a particular area.

It is also interesting to note that our Journal is reaching readers in Canada, Chile, New Zealand, United Kingdom and the United States which indicates the widespread interest in the Mossie project.

By the way, if you haven't been down to the Museum lately, please consider a visit as the display is magnificent and I am sure you would enjoy it, particularly if you pick a Tuesday, Thursday or Sunday, as there is usually a FLYING DISPLAY on those days.

You might also enjoy looking at A52-600 in the reconstruction hanger!

Regards Alan.



Changes to the Bulletin

You may notice that the Bulletin has increased from 12 pages up to 16 pages. This was decided to counteract the fact that there will only be three Bulletins per year from now on.

The main reason for adjusting the printing schedule and size, was due to the cost of postage, envelopes and the overheads related to the photo copying. You will note that there will still be the same number of pages per year—3 x 16, instead of 4 x 12.

The costs have all been creeping up and instead of increasing the MAAA subscriptions to cover the rises, this action has been taken. The leftovers from the subscriptions have been falling and we did not want to reduce our nest egg for purchasing parts for A52-600, when the time comes.

The Bulletins will now be mailed / emailed during the months of April, August and December. The August one will be produced after the Annual General Meeting to let you know the outcome of that meeting, should it be held late in the month.

You can further assist in cost reduction by taking your copy of the Bulletin via email. If you wish to receive it this way please email the Editor - see the back page for details.

Ed.

Timber is so expensive - it's hard to believe it grows on trees.

From the Navigator's Seat—by Brett Redway



Well greetings and a happy new year to all, even though we are already a quarter of the way through the new year.

As I look back on a very eventful and fruitful year, I can safely say that the project has come along in leaps and bounds, with the latter being over some pretty big hurdles, but with a few still to come. We have established a good working crew with a wide range of trades and skills which are constantly being tested and utilised with many of the people being "booked" even before they walk through the door.

The mozzie is also gathering interest among the other volunteers, such as the Friends, with quite a few of the engineering guys lending their talents in the machine shop. Thanks guys.

The last four months have been quite eventful, with the formation of three restoration teams, which have each been allocated a sub-assembly of which they are covering all aspects of restoration, from the initial identification

to final painting and fitment.

The out look for 2003, fingers crossed, is to get the empennage, or more commonly known as the "back end" of the plane well on the way to being completed. This is going to move a little faster now as B1 (Brett Clowes) and team are currently starting to look at the restoration of the tail plane, while Ron Gretton is making good speed on the dummy bulk-heads which will be used for the trial fitment.

All in all, I foresee a good and productive year, while slowly getting closer to a completed A52-600.

B2
Brett Redway



If a cluttered desk is an indication of a cluttered mind, what is indicated by an empty desk?

Part required for A52-600 propeller

Arthur Winton along with his apprentice Don Taylor have been meticulously working on the restoration of A52-600's propellers, two days a month for the last 9 months or so. To date they have dismantled, inspected, cleaned and reassembled the two Hamilton Standard type 23E50EX propellers, but have run into a problem with one—they are missing one all important 'spider' that connects the dome and the cams to the prop shaft protruding from the Merlins.

This 'spider' is the British version (part no. 53974) that needs the correct teeth to match the Rolls Royce propeller shaft that has a triangular close fitted spline, as distinct from the square spline used on the Packard Merlin. Without the second one, it is virtually impossible to complete the set. As Arthur says, "no spider—no assembly".

Although Arthur and Don have spent many hours getting to the stage where they can assemble two propellers, they will never see them attached to a working Merlin. They are being built for static display only.

At the moment both hubs are at Ansett Industries being plated prior to final assembly. The propeller that can be completed will be a display item for the Museum until it is mated with a Merlin in the future.

If anyone knows where or how to obtain the all important 'spider' or if you have any information that is helpful, please email Arthur at

arthur_winton@bigpond.com

For those interested that is A85-439, the RAAF Museum's Winjeel and hiding over the back is A2-1020 the Iriquois helicopter that was recently on display in the Museum's display hangar. The Winjeel, being one of the flying exhibits, is having it's periodic routine service.



At the left of the picture on the work bench is a Mosquito piston assembly for the tail wheel. It is currently under pressure from a purpose made jig that is required to enable it to be dismantled. But at the moment it is being very obstinate and won't budge even with the help of lubricants. It has probably rusted internally, but we won't let it beat us, even if we have to hit it with a sledge hammer! Okay calm down, I was only joking, well maybe a 4 by 2.

Dilbert's Advice

- ◆ I can only please one person per day. Today is not your day. Tomorrow is not looking good either.
- ◆ Accept that some days you are the pigeon and some days you are the statue.
- ◆ Needing someone is like needing a parachute. If they aren't there the first time, chances are you won't be needing them again.

The law of heredity is that all undesirable traits come from the other parent.

Midnight Express

How British Mosquitos regularly penetrated Fortress Europe, not to drop bombs but to ferry couriers, agents and crucial war making equipment between Great Britain and neutral, but Nazi surrounded, Sweden, for five years during World War II!

Sent in by MAAA member Geoff Love.
Article in Wings June 2000 Volume 30 No 3,
by Jack Dean, with special thanks to Norm Malayney.

When darkness fell over the British Isles during the five years between the spring of 1941 and that of 1945, a great rumbling could be heard throughout their 600-mile length, from southern England all the way to the tip of Northern Scotland. This clamour was not just the noise and spasmodic roaring accompanying the nightly take offs of RAF bombers heading toward their targets in German-occupied Europe, nor was it confined to late returning U.S. daylight raiders. For those five years of war, Britain's home islands also served as a marshalling yard and dispatch point for thousands of patrol planes, night fighters, interceptors, trainers and transport aircraft, all of which added the din of their own engines to the thundering choir of aerial might. It was often claimed the United Kingdom was so freighted with aircraft and war material that their combined weight threatened to sink the country beneath the sea.

If its green fields and woodland were overwhelmed with aircraft, Britain's air space was just as crowded, with over 120 major military airbases and overhaul installations, including more than 60 utilized by the American 8th and 9th Air Forces. During the first two years of fighting, before the Americans arrived, the skies overhead had reverberated with the added, intrusive throb of German engines and bomb blasts and, although these raids had

tapered off toward the end of 1941, they still remained a factor. In order to emphasize their inherent danger and prove their perpetrators still posed an immediate threat, the Luftwaffe, after short periods of relative quiet, would suddenly unleash its bombers against specific targets. These raids would be accompanied by increased activity from prowling night intruders, and only bad weather could assure calm nights free from falling bombs.

Throughout this period of non-stop aerial activity, which reached a new peak in the summer of 1942 when the RAF staged the first of its highly publicized thousand-plane raids, and remained at that destructive plateau for the next three years, as both the British and Americans pounded continental Europe round-the-clock, one series of flights went almost unnoticed, unheralded, and certainly unreported.

Weather permitting, almost every night, without fail, particularly during the winter months, when the days were short and the nights long, secret aircraft departed from Perth, Scotland headed for Stockholm, the encircled capital of neutral Sweden.

On most of these outbound clandestine missions, flown by RAF Mosquito bombers and British Overseas Airways crews,

the cargo was highly classified documents, diplomatic couriers and their pouches, spies, saboteurs, English and American banknotes, military personnel and the occasional VIP. On the return flights to Scotland, in addition to scientists and sensitive materials, undercover agents, defectors, escaped prisoners and the latest intelligence information, including top secret photos and documents, the bomb bays of the Mosquitos bulged with thousands of precision-built Swedish ball bearings, ball races and other equipment vital to the success of the British war effort. In 1943, alone, enough of this extremely sophisticated hardware was lifted out of Sweden to cover the needs of over 1,700 Avro Lancaster bombers plus an additional 1,300 Mosquitos. When supplies of mica ran low in Great Britain, stocks of the raw mineral were freighted from Sweden to replace the worn-out resistors on electric locomotives.

This nocturnal run had its peaceful beginnings in the late summer of 1939. Shortly after the Germans invaded Poland, British Airways began a twice-weekly nighttime service to Copenhagen, Denmark, Oslo, Norway, and Stockholm, Sweden, utilizing regular commercial aircraft. Still in civilian livery, the planes continued flying into the spring of 1940 and, once war

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Midnight Express—contd

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was declared, were part of the only regularly sanctioned civilian flights from Great Britain to the Continent, with the exception of the London-Paris run. In March 1940, British Airways became British Overseas Airways and the Scotland to Scandinavia service was officially designated Flight 0726.

Norway, despite the dispatch of sizeable British and French naval and land forces to aid the Norwegians. Within two months, the last remaining allied troops were evacuated, after suffering heavy losses. Nazi Germany now held sway over three million Norwegians, was in control of the Norwegian coast and, although it had failed to capture Norway's king, had also appro-

the second week in April. That flight and route were to remain in effect until the end of the war, and would become one of the conflict's best-kept secrets.

During the darkest days of 1940, well up until 1942, when it was finally appreciated that Germany might not win the war, after all, the Perth, Scotland to Stockholm, Sweden flight was a



One of the early BOAC Mosquitos assigned the Scotland-Stockholm run, its code (G-AGFV) painted prominently on its fuselage, is readied for a night-time departure. This aircraft made its initial flight to Stockholm in February, 1943, and survived the war. Displaying civilian markings on so-called regular airline service flights into neutral Sweden in no way assured the safety of their contents or personnel, as the Germans considered the planes fair game, and would shoot them down whenever possible. Nevertheless, all formalities and rules were complied with, and in nearly four years of operation, mainly in winter, only four

Although it was ostensibly a civilian airline flight, flown in Douglas DC-3s - the only plane with the necessary range and carrying capacity capable of flying from Scotland to Oslo and then on to Stockholm, returning to the U.K. via Copenhagen, Denmark - it was well known to the Germans that 0726 was a British government courier run.

In the second week of April 1940, Germany invaded Denmark and then quickly overran

appropriated all of that country's gold reserves.

Deprived of three former conduits into occupied Europe - BOAC flights to France had ceased shortly before that country surrendered on June 22, 1940 - Britain's War Ministry concentrated on its single remaining night flight to neutral Sweden, which it had begun operating into Stockholm, shortly after Copenhagen and Oslo were eliminated as stops during

top-secret undertaking fraught with peril. Until 1943, edgy Swedish officials were still uncertain whether or not Germany would violate their country's neutrality. A tremendous amount of trade in critical items went on between Germany and Sweden, almost up until the final months of the war. The Germans, constantly dangling the threat of invasion over the heads of their northern neighbours across the Baltic, relied heavily on Sweden

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Those whom we cannot stand are usually those whom we cannot understand - P.K. Shaw

Empennage Underway

A52-600 empennage requires a complete reconstruction, part of it (the fin) was completed at RAAF Richmond and now under the guidance of Ron Gretton (RAAF Rtd) the missing pieces are starting to take shape. It is great to have Ron back on deck after being absent for many months due to a complicated illness. Ron's previous claim to fame along with Geoff Matthews Snr. is the total restoration of the Supermarine Walrus, now proudly on display in the Museum.

A dummy structure comprising bulkheads 6 and 7 is being created to support the fin, tailplane and rear alighting gear. The structure will allow the volunteers to gain knowledge on how to restore the empennage. It will provide a test bed that will support the hardware, to check alignments and fits, ensure that all the parts have been accounted for, while providing the general public to the restoration hangar with a view of the internal structure.

This support structure will most probably be totally rebuilt at a later stage if it doesn't pass muster due to the abuse it may have to withstand. The main aim is to provide a workbench which may be used without fear of making a mistake, whilst honing volunteer's skills.

A stand will be created to support the entire empennage which will be at a height for ease of access. The fin that was reconstructed at Richmond can be seen in the photo awaiting the mating phase with the bulkheads. Another group of volunteers are working on the restoration of the tail wheel assembly and will fit the assembly into bulkhead 7 seen lying on the bench.

Many of the metal parts required have been located, cleaned and prepared for installation.



Ron Gretton (framed by bulkhead 6) and Graeme Coates wondering why the assembly doesn't look right—hint—its upside down guys...

Test your knowledge

- | | |
|---|--------------------|
| 1) How long did the Hundred Years War last? | - 116 years |
| 2) Which country makes Panama hats? | - Ecuador |
| 3) From which animal do we get cat gut? | - Sheep and Horses |
| 4) In which month do Russians celebrate the October Revolution? | - November |
| 5) What is a camel's hair brush made of? | - Squirrel fur |
| 6) The Canary Islands in the Pacific are named after what animal? | - Dog |
| 7) What was King George VI's first name? | - Albert |
| 8) What colour is a purple finch? | - Crimson |

It is not the employer who pays wages - he only handles the money.
It is the product that pays wages - Henry Ford

Members wanted to assist in A52-600 restoration

Our restoration volunteer numbers have dropped since the start of the year—where are you?

As mentioned in Alan Middleton's "President's Log" there are now groups of people under a Team Leader so that four areas of work can progress in parallel. The refurbishment of the props is being headed up by Arthur Winton (see item on page 4), the empennage by Murray Smith, the tail wheel by Bob Stevens and the fuselage by Graeme Coates. Graeme also has the task of coordinating all MAAA activities and is the main conduit to the the Project Leader LAC Brett Redway and the RAAF Museum.

Other members can decide what area they would like to work in. The intention is to build a core of knowledge within each group. Once attached to a group it does not preclude working on other tasks.



This approach means that volunteers can be gainfully employed all day, while building expertise on one facet of the restoration.

Members who arrive at Point Cook should report initially to one of the four people to understand what is expected of them and from then on, will work relatively autonomously on the tasks at hand.

There are many tasks that are not directly A52-600 "hands on" as can be seen in the two photos here.

Noel Penny can be seen refurbishing the stand for three propeller blades while Pat Dulhunty (the

MAAA's welder) is creating jigs etc. for supporting A52-600 and for disassembling and reassembling parts.

If you are interested in helping out either turn up on the first or third Sundays of the month at about 09:30, or contact Graeme Coates on (03) 9428 2324 if you have some spare time during the week. He will be there on the first and third Tuesdays of the month, but is prepared to make arrangements for some other days.

Come on guys lets get behind the restoration, the more people the faster the progress... and there is a lot to be achieved.



Midnight Express—contd

(Continued from page 6)

for iron ore deposits, as well as supplies of highly sophisticated, machined and finished component parts, all of which were essential to their war industries. In return, Swedish industry was paid handsomely and the Swedish government was reassured that the neutrality of their country would not be violated. Sweden was so critical to Germany's war effort that, when Russian troops moved west across northern Finland from the port of Murmansk late in 1942, the Germans were compelled to keep nearly 300,000 troops in the area to insure the safety of Sweden's mines.

Late in 1942, with Germany's apparent defeat at Stalingrad, combined with Allied victories in North Africa, the Swedes were able to flex their own muscles, having built up a strong financial reserve and re-equipped their small, but well trained, armed forces. In a bold move demonstrating this growing national confidence and independence from Germany, they inaugurated flights by their own well-established AB Aerotransport airline between Stockholm and Scotland, and soon permitted the British to augment their clandestine nighttime Mosquito service with a regular BOAC run that also operated between the Swedish capital and Scotland. Among the passengers going west were Norwegian and Danish operatives, who had escaped into Sweden, many of them with vital information for the Allies, including details of German heavy water production for manufacturing nuclear weapons, which led to the successful Telemark raid

and the destruction of those facilities. In another instance, famed nuclear physicist, Niels Bohr, was smuggled out of Denmark - actually kidnapped by members of the underground - taken to Sweden, and then flown to Scotland in the bomb bay of a Mosquito, instead of the usual BOAC DC-3 airliner.

In 1944, the designated BOAC-Norwegian run was complemented by regular U.S. Air Transport Command flights, which eventually reached over 500. These so-called civilian operations were not without risk. During the period 1942-1944, two Swedish DC-3s flying from Bromma Airport, Stockholm, to Scotland, were intercepted and shot down by the Germans. Two BOAC aircraft also disappeared and six airliners were lost on take off or landing in bad weather.

Although official data has been difficult to obtain, we do know that more than 12,000 passengers were flown both ways between Sweden and Scotland. Nearly 800 tons of material, most of it travelling east to west, was also carried, not counting another 110 tons of diplomatic mail, courier pouches and classified information and photographs. On the Niels Bohr mission, the scientist, after being smuggled into Sweden, was flown, against his will, to Prestwick, Scotland in the bomb bay of a British Mosquito, and then on to the United States, where he participated in the Los Alamos, New Mexico project which produced the first atom bomb. The spruce and plywood Mosquito was just the

vehicle for both flights. Fast and with excellent range, by October 1944 Mosquitos were transiting the Atlantic from England to Canada, a distance of 2,200 miles, in six hours and 44 minutes, averaging a ground speed of 322 mph. At war's end, they had cut this to only five hours and 30 minutes, averaging 390 mph.

Among the many clandestine, top-secret missions in which the nocturnal Mosquitos participated were the Count Eric von Rosen-Hermann Goering connection. Goering had met von Rosen at the end of the First World War, when as a freelance pilot he worked for the Swedish nobleman on occasion. The two became friends and continued the relationship as Goering rose in the ranks of the Nazi hierarchy. When the prospect of defeat appeared certain in 1943, Goering, who had fallen out of favour with Hitler, began putting out feelers to the Allies via his old acquaintance in Sweden. Britain's Foreign and War Ministries flew military representatives and agents to Sweden to confer with him, and also dispatched explosive devices and other equipment. There were preliminary discussions of a possible revolt by dissident Wehrmacht officers, and tentative plans made to coordinate this with Allied help, but nothing ever came of this first connection, although less than one year later, army officers, with the help of British supplied bombs and other equipment, came close to assassinating Hitler and overthrowing his regime.

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Little minds are interested in the extraordinary; great minds in the commonplace - Elbert Hubbard

Midnight Express—contd

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We will never know all that transpired, from that secret night-time run between Scotland and Stockholm during the war years, but we do know the Germans were not only vitally concerned about these flights, but extremely frustrated over not being able to intercept and halt the clandestine Mosquito operations, although a total of four Mosquitos would be lost on these missions, all of them due to bad weather.

Despite outward diplomatic im-

The Mosquito flights were another matter. Developed from the recon-variants, which were the first to enter service, the initial clandestine Mosquito flights probably took place in late autumn of 1942, with a single RAF pilot, instead of a normal crew of two. Since the reconnaissance Mosquito used for all these missions was unarmed, it could easily reach an altitude of 39,000 ft. in its lightened condition - without a second crewman and the weight of cameras and photo-mapping equipment - and the Air

and in clean condition, even with a two-man crew, no German interceptor could overtake, let alone, reach them, and between December, 1942 until May of 1945, when these operations ended, Mosquitos racked up over three-quarters of a million air miles on their secret Scotland-Stockholm route.

When the first RAF recon Mosquitos had been introduced in late September 1941, ten of them from a special photo unit based at Benson flew almost at will over German submarine pens on the French coast, easily eluding enemy fighters scrambled to engage them. They were so successful that up to ten missions could be flown in a single day, and their exemplary record had led BOAC pilots flying standard airliners from Scotland to Stockholm to plead with the Air Ministry for their utilization on that run. These aircraft grossed at least 24,000 lbs. The clandestine Mosquitos flown in BOAC service probably took off at a gross weight of 21,000 lbs. In that condition, they had plenty of fuel to make the 800 mile flight to Stockholm, penetrating at high altitude over the mountainous spine of occupied Norway, before letting down over the relatively flat approaches to the Swedish capital. The only chance German fighters would have had for an interception would be off the coast of southern Norway, or over the Skagerrak, north of Denmark, where they had radar stations and extensive ground control radar equipment, but in almost every instance they probably never even spotted the lone Mosquitos.

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Beautiful view of a bomber variant with its standard two-man crew. On many of the 800 mile runs to Sweden, only one man, the pilot, was carried, leaving room on the return trip for anything from freed POWs and defecting scientists, to ball bearings and other precision material manufactured in Sweden and urgently needed by the Allies.

munity given to Swedish airline flights, the Germans purposely pursued these aircraft on several occasions in an attempt to shoot them down, and they were successful, although their diplomats would never admit it.

Ministry was soon training regular BOAC pilots to fly it. Ten planes were eventually allocated, with three more for crew familiarization, the first official BOAC flight taking place in December. Even the early Mosquitos had a top speed of 400 mph.,

When you're on top of the world you should remember it turns over every twenty four hours - Tamie Fraser

From the Mailbag

From Brian Fillery regarding an email from Richard Rawle of Chorleywood, near London.

"Here is a flying model of Mosquito TA634. You could be tempted to imagine it was a shot of the real thing.

It was built in 1991 with a wingspan of 121" (3.07m). The weight is 49lbs (22.2kg). It is flown regularly in the UK and in the USA.



The model is Radio Controlled and powered by two Zenoah 38 petrol engines. It is also capable of dropping 4 bombs.

He is now thinking of building A52-600."

Cheers, Brian.

Dear MAAA:

We thought perhaps your members might be interested in the following: to commemorate the 60th anniversary of the first flight [last year], a group was formed to construct 3 x 80% scale Mosquitos to be demonstrated at various RCAF functions.

You are probably aware that a large number of Mosquitos were constructed in Canada during WW2 and a significant proportion of RCAF aircrew had experience in them. Our aircraft will be built around the new ORENDA V8, now being built in Toronto. They are to be practical, flying aircraft in all respects, including modern avionics, de-ice and weather radar.

One of the original Canadian suppliers of plywood to de Havilland Canada is still in business and will continue to supply us, a very interesting detail. While obviously not authentically original, we hope that our aircraft will bring the Mossie to the attention of people with little or no awareness of its importance.

Should anyone within your organization wish to share information, technical data or general construction experiences, we would be only too happy to correspond.

Yours sincerely,
Wayne Stevenson

PS: Something we do need is for someone to identify the airfoil cross-section used on the Mosquito.

Does anyone there know? Someone here has suggested that it is the old standard Clark Y, but I suspect not.

If you can ask around, it would be helpful.

Thanks. Wayne

I can be contacted via: Mjwestev@aol.com

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The job's not over until the paperwork's done...

One of the most important jobs that is occurring during the restoration is the documentation, without it we would be sunk. And when it comes to doing it... where is everybody? It's the most boring bit... let's get our hands dirty doing the good stuff.

The paperwork being completed here by Bob Stevens is just part of a vast array of documentation that has accumulated over the past few years. He might be smiling when the photo was taken, but it was a grimace a few moments before!

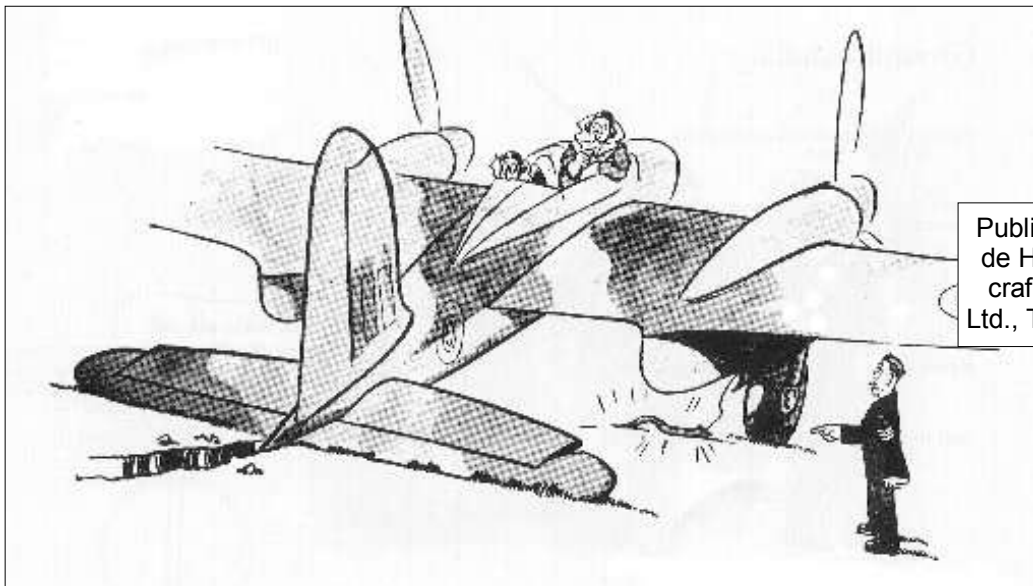
All the diagrams, photos and parts have been electronically captured, providing not only a history but an important source of knowledge on the progress of the restoration.

Are there any of you out there who would like to play with a pen? We can find you plenty to do!



Cataloguing the rear alighting gear (tail wheel to the uninitiated) yoke and a couple of parts forming the assembly of the friction dampers, for further restoration procedures.

Two aerials fall in love - get married. The ceremony was crap but the reception was brilliant.



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

"Yes, you took off with your undercart locked, so only the tail wheel retracted when you selected 'up'. So the light stayed green, so you didn't put the lever down again, so the tail wheel stayed up -'Sir'"

The amount of sleep required by the average person is just five minutes more.

From the Mailbag—contd

(Continued from page 11)

From Mrs Sue Timbury:

The map of Coomalie Creek base in the last issue of the "Aussie Mossie" brought back many memories for my husband Rex Timbury.

He spent time there as a member of 87 Squadron and shared Hut 18 with navigator Dave King.

It's a minor detail but just for the sake of trying to help keep the record straight, I felt that I should point out that Rex's name is incorrectly spelt on the map (Timberg).

Looking through his log I see that he flew A52-600 on a number of occasions.

Best wishes to you and the Association for 2003

Sue Timbury.



Rex Timbury (left) and navigator Dave King after what turned out to be their last operation.

Coomalie Creek—August 1945

Member Col King has generously donated a copy of his book "Luck is no Accident" to the MAAA. It will be located in the A52-600 project office for members to view.

The book is a semi-biography and has been written to entertain. Col's flying training, 160 missions as a jet-fighter pilot in Korea, Mosquitoes then anti-submarine warfare training is followed by a further 35 years of airline flying in many parts of the world.

It is entertaining, dramatic and both technically and historically accurate.

He has also published another book with co-author Ronald Guthrie titled "Escape from North Korea".

This is a remarkable story of a two year period of imprisonment of Ron and six other 77 Squadron pilots in the brutal conditions of North Korea during the Korean War of 1950-53. After a world record jet fight and parachute descent from 39,000 feet—miserable, exciting and inspiring events filled the next two years as Ron and his fellow prisoners endured utter brutality and temperatures down to minus 50°C.

Colin wishes to offer any member of the MAAA the opportunity to purchase both books at a "member's only" discounted rate of \$25.00 (personal sale) or \$30.00 (including postage and packing).

Details are on the loose leaf sheet included with the Bulletin.

Did you know? - Venus is the only planet that rotates clockwise.

Midnight Express—contd

(Continued from page 10)

The return trip was another story. In the case of shipments of vital war materials, such as ball bearings and ball races, the Mosquitos were heavy, at up to 23,500 lbs. for take off and full of fuel, flying against prevailing headwinds. German agents knew they had arrived in Sweden, and usually knew when they would be leaving for Scotland, allowing them sufficient time to alert Luftwaffe intercept-

schmitt 110, quit flying at 34,000 ft., the heavier Junkers JU 88 at even lower altitude. Single-seaters, such as the Messerschmitt 109F, could barely struggle up to 37,000 ft., and these were the most formidable adversaries for heavily loaded Mosquitos. But first they had to find the British intruder, which was already at 40,000 ft. and moving at near 400 mph, a full 20 mph faster than the Me 109F's top speed. With little endurance and an extremely

inhibited its pursuers as well. The area of possible engagement was huge; the weather was often foul, with low visibility, and clear moonlit nights in the dead of winter a rarity. Even if the Luftwaffe interceptor was positioned in the approximate vicinity, it was usually an accident if the pilot spotted the intruder.

As a consequence, except for engine trouble, or an occasional peppering from flak, the Mosqui-



A pair of RAF Mosquito IV bombers, the first light bombers of the type to enter squadron service. Normal bomb load was four 500-lb. weapons carried internally, later augmented by a pair of 500-lb. weapons carried under the wing. In 1944, bomber versions were converted to carry a 4,000-lb. bomb, which raised gross combat loading to 25,000 lbs., or five tons over the aircraft's empty weight.

tors. Unfortunately for the enemy, however, even heavily laden Mosquitos quickly got up to altitude, before leaving Swedish airspace, climbing to 15,000 ft. in under eight minutes, and no German night fighter, until the advent of the Heinkel He 219 Owl in late 1944, had a chance of reaching altitudes where they could intercept the high flying wooden wonder. Standard night fighters, such as the Messer-

schmitt 110, quit flying at 34,000 ft., the heavier Junkers JU 88 at even lower altitude. Single-seaters, such as the Messerschmitt 109F, could barely struggle up to 37,000 ft., and these were the most formidable adversaries for heavily loaded Mosquitos. But first they had to find the British intruder, which was already at 40,000 ft. and moving at near 400 mph, a full 20 mph faster than the Me 109F's top speed. With little endurance and an extremely

inhibited its pursuers as well. The area of possible engagement was huge; the weather was often foul, with low visibility, and clear moonlit nights in the dead of winter a rarity. Even if the Luftwaffe interceptor was positioned in the approximate vicinity, it was usually an accident if the pilot spotted the intruder.

As a consequence, except for engine trouble, or an occasional peppering from flak, the Mosquitos invariably got through, even with a passenger and up to 2,000 lbs. of priority cargo in its capacious bomb bay. Those who flew the Mosquito on those nocturnal missions recall just how superior the aircraft was. Compared to another successful twin-engined Allied fighter of the war, Lockheed's P-38 Lightning, the Mosquito could

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Did you know? - The plastic things on the end of shoelaces are called aglets.

Midnight Express—contd

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operate well up to altitudes of 42,000 ft., 5,000 ft. higher than the Lightning. The difference in performance was due mainly to the British aircraft's Merlin engines, as compared to the P-38's Allison.

The Mosquito's empty weight was 3,000 lbs. more than the P-38's, and so was its gross weight of 25,000 lbs. Top speed was similar, with the recon Mosquito reaching 425 mph. at 30,000 ft., compared to the P-

38J's maximum speed of 414 mph. at 25,000 ft. The P-38 was also more complicated and this complexity led to twice as many mechanical problems. Comparative in commission records show that P-38s were ready 62 percent of the time, Mosquitos almost 90 percent. Cooling on the P-38 would remain a continuing negative factor. Even though an excellent aircraft to fly, it was prone to supercharger malfunctions, developing leaks in the impeller ducting which reduced the

needed pressure required by the engines.

All things considered, the de Havilland Mosquito was the best and, perhaps, the only Allied plane for this critical mission, tailor-made for a secret night-time shuttle service that no amount of Luftwaffe planning or ambushes was able to overcome.

A Mosquito rebuild

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 Stuart Howe.

I recovered the fuselage of a Mosquito FB.VI (the widely-used fighter-bomber version) from Delft Technical University in Holland in 1978. This particular plane served with nos. 605 and 4 Squadrons, entering service in 1945 and seeing at least one operational mission before the war ended.

Although some components were missing, and some parts carefully sectioned out of the fuselage to show construction, the fuselage was in very good condition. I decided to try and make up a complete plane - its serial number was TA122 - but with components now like gold dust, this was clearly going to be no easy task!

The biggest missing component was the one-piece wing, which I

found in Israel, and which was generously flown back to England free by El Al in July 1980. It remained in the Museum's workshops while we concentrated on our second Mosquito, but in spring 1985 work began on rebuilding the wing under the direction of Colin Ewer, who had helped build Mosquitos after the war at Hatfield.

This rebuild is probably the most ambitious restoration task undertaken by a private, voluntary aviation museum in the UK. Colin's task wasn't an easy one. All the plywood skins have rotted away, as had all the trailing and leading edges.

The spars also need repairs in several places and almost all of the 32 ribs will either need repair or replacement. Several

feet of the starboard wing and the port wing tip were missing altogether, while all four of the underwing tank doors required major repair work. The spruce stringers, which run outwards, dividing the two top wing-skins, had become exposed when the skins rotted away, but were still attached to the ribs and most of them were good enough to be used again.

The first task was to remove the old plywood facings on both spars, which were in good condition. Colin decided to start rebuilding the centre section, and then work his way out on both sides, the best way to retain the shape of the wing.

First of all, the stringers were removed and both rib no. 1's,

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Did you know? - Michael Jordan makes more money from Nike annually than all of the Nike factory workers in Malaysia combined.

Vale

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

CW (Cec) Goldstiver

of DAYBORO, Queensland

Passed away on 12th December 2002

Cec was one of the first pilots to start 464 Sqn in 1942, first on Venturers then Mosquitos.

Our sympathies to his family.

New Members

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

CD (David) Gwynn
CAMBERWELL, Victoria

RS (Robert) Burke
DAW PARK, South Australia

T (Terry) Burke
of HAMPTON, Victoria

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

A Mosquito rebuild—contd

(Continued from page 15)

which were in poor shape, were taken out. The front and rear spars were then repaired as far as 'rib no. 2' on either side, and new plywood facings were attached to the inside and outside of both spars.

Two unused ribs, which had been donated to the Museum many years ago, were then fitted in place of the damaged ones, and at the time of writing both rib 2s were almost repaired. The metal undercarriage brackets have all been refurbished and reattached to the wing.

The material being used in the rebuild follows the original specifications laid down by de Havilland.

The most expensive part of the project is the aero-grade Canadian birch plywood, a top-quality 8x4ft sheet of which costs about £300!

Finnish birch to a similar specification isn't quite so expensive. It's estimated that the wing rebuild will need some 60 sheets of birch plywood of various thicknesses, so we were grateful when British Plywood Manufacturers Ltd of Enfield, Middlesex (suppliers of the original plywood) generously offered us a substantial discount.

We are also indebted to Humbrol Ltd for the Cascamite glue, much of which will be needed before the project is completed!

Patron Air Vice-Marshal J.C. (Sam) Jordan AO (RAAF-Retired)

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Did you know? - Marilyn Monroe had six toes.