

The Aussie Mossie

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60th Year Commemorative Ceremonies



The President's Log—by Alan Middleton



The commemorative visit to Coomalie Creek on 15 August 2005 to mark the 60th anniversary of VP Day was an occasion which will live in the hearts and minds of all who participated.

From Terry Burke's original idea there developed a program of unforgettable emotion charged events and incidents.

Throughout Australia, VP Day was celebrated in so many places and in so many ways, and for those who were present at Coomalie Creek, this will never be deleted from their memory.

Outstanding support and co-operation for our venture was received from everyone, particularly from Richard Luxton, the owner of Coomalie Creek. We also very much appreciate the attendance of Mr Ted Warren, the Member for Goyder, who addressed the gathering.

Richard worked for weeks ensuring that everything was in readiness for our visit, including a large cut-out of a Mosquito standing on the far side of the strip during the day and transported late to feature in the re-enactment of the burning of the crashed A52-611 on a bonfire on the cricket pitch area 60 years before.

The RAAF Museum presented us with a small panel of plywood from A52-600 to be in the ceremonial burning, the ashes of which were collected and will be returned to Pt Cook for inclusion in the Archives of the Museum. These will

be contained in an appropriate urn, which the Sons of Tom Baird, a former Navigator with 87 Sqn, have generously undertaken to provide.

On Sunday 14th, a Plaque to the memory of 87 Sqn was unveiled at the Darwin Cenotaph by Ray Chin, President of Darwin RSL and Tom Baird. At the suggestion of WOD Mike Kearney of RAAF Darwin, two young serving members of the RAAF assisted, which forged a significant link between the past and the present.

A wreath, generously provided by Darwin RSL was laid by Graeme Gillespie, son of Sqn Ldr Jim Gillespie who crashed at Coomalie Creek a few days before the end of hostilities. Graeme was touched to meet Tom Baird as Tom was the only person he had met who had attended his Father's funeral. Graeme was only three years old when his Father died. Tom recited The Ode and a more moving rendition I have never heard.

A similar service was also held at Pt Cook RAAF Base on the same day, a report of which is contained elsewhere in this Bulletin.

Monday 15th, Coomalie Creek was bustling from early morning. Richard, assisted by members of the NT Emergency Service, had everything in readiness for the day, including the weather. Members of the Ultra Light Aircraft Association of NT had flown in and provided nostalgic sights and sounds of air activity, including an impressive aerobatic display.

In the afternoon a Yak was made available to fly Tom Baird and the only other former 87 Sqn member, Dick Searle, an Electrical Fitter, on circuits of the strip. The delighted grins on these two Veterans-someone called them National Treasures- was something to behold. It was also interesting to see the reaction of both when they met after 60 years.

A plan view of a Mosquito has been painted on the edge of the strip, also one of a Beaufighter as 31 Sqn operated Beaus prior to 87 moving

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Front page (clockwise): (1) Dr Graeme Gillespie, flanked by Terry and Bob Burke escorted by Alan Middleton, lays a wreath at the foot of the cross at the 31 Sqn Chapel (photo: Pattie Burke), (2) 87 Sqn Plaque at the Darwin Cenotaph (photo: Graeme Gillespie), (3) Re-enactment of Mossie return by RAAF Hornet (photo: Mark Eaton), (4) Ex 87 Sqn Richard Searle and Tom Baird (photo: Graeme Gillespie).

One of the problems with mass producers is that they are inclined to be mess producers - P.K. Shaw

Coomalie Creek 60th Year Commemorative Report

A report by the MAAA Coomalie Commemoration Coordinator, Terry Burke

We arrived at the former RAAF base at Coomalie Creek late on Sunday morning, 14 August 2005. Pattie and I had moved camp from Wangi Falls in Litchfield National Park, after I'd managed to speak to Macca on his radio show "Australia All Over" earlier that morning. After his traditional introduction "G'day, this is Macca" we were off and running and spoke for five minutes or so about Mondays' events at

Coomalie, the RAAF Museum's service on that Sunday, the restoration of A52-600 and so on. Macca shows real interest in the people on his show, and their stories; surely a major part of his appeal. It was a great experience for me.

After twelve months preparation, we were ready to commemorate the sixtieth anniversary of the final RAAF mission flown from an Australian mainland base during World War 2, by a PR Mk XVI Mosquito from 87 Squadron, Coomalie Creek. This was on the original Victory Day, 15

August 1945. We finally met the owner of the airfield, Richard Luxton around lunch time, after many letters and phone calls over the preceding months. Later that afternoon we put the finishing



A52-609 departing Australian soil on 15th August 1945

touches to Monday's program and caught up on the previous couple of weeks' happenings.

VP Day, Monday 15 August 2005 dawned beautifully. Mist rising from the creek combined with smoke from a bushfire out to the east of Adelaide River to obscure the surrounding hills for the first hour of daylight, then was slowly burned off by the strengthening warmth of the sun. We met Richard, then motored off on one of the days' more important duties: to pick up refreshments and ice from the Batchelor hotel. Back at

10:20 and a crowd of people were already there, some having flown in. MAAA Vice President Graeme Coates and committee member Don Taylor had arrived with a huge pile of shopping bags containing the ingredients for lunch. Lots of meeting, greeting and mingling, then Richard took the microphone to welcome us to Coomalie Creek airfield and to introduce the days' proceedings. Alan Middleton (President of the MAAA) explained why

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A52-609 returning after the mission was aborted on 15th August 1945

Happy is the man with a wife to tell him what to do and a secretary to do it - Lord Mancroft

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we'd proposed the commemoration, welcomed members of 87 Sqn and echoed everyone's thoughts on how satisfying it was to be there. The Hon Ted Warren MLA, Member for Goyder in the N.T. Parliament thanked us for honouring the occasion; speeches were all succinct and to



The Memorial Service in 31 Sqn Chapel (photo: Mark Eaton)

the point.

Richard then grouped us on the flight line, near the threshold of Runway 17 where 87 Sqn members had stood sixty years before. Precisely at 11:00, a RAAF F/A18 A Hornet flown by Flt Lt Peter Weekes of 75 Sqn flew a north to south pass, peeling off over the crash site of Sqn Ldr Gillespie's and Flt Lt Haymes' Mosquito. This was followed by a considerably lower south to north pass to replicate the return of A52-609 sixty years previously. Film crews from ABC TV and (freelance) SBS caught the action of the crowd waving with the aircraft overhead; I haven't seen the film yet but I'll bet it doesn't look much different in 2005 than it did in 1945. Flying displays by an RV6, Drifters, Kiowa, Yak 52 and others followed; in between passes, Richard Luxton told us a little of the history of the base. There was a slight delay in proceedings here, as the TV crews were delighted with the stars of the show, Tom Baird (former 87 Sqn navigator), Richard (Dick) Searle (former 87 Sqn electrical fitter) and Alan Middleton (former 94 Sqn Mosquito navigator). Tom

and Dick were seated on the full-size silhouette of a Mossie painted on the flight line, and were both interviewed extensively. To jump ahead slightly, they both had flights in the Yak 52 later in the afternoon, completing both a fly-past (at "below 1000 feet") then another circuit for a full stop. I have never seen two young eighty-

something year old boys with bigger grins on their faces in my life! Except maybe Alan Middleton; and he was still grinning at 23:00 the following night! Hopefully Vice President Graeme Coates has captured most of this on video and stills photography.

It was great to see such a diversity of people at the display, ranging from a group of schoolchildren from the Batchelor Area School, a group of RAAF ATC Cadets, various Services personnel, to the Commissioner of Police for the Northern Territory Paul White and his wife. It was a pleasure to see this degree of

interest, and a credit to those who encouraged their participation.

The commemoration service was held in the restored 31 Sqn Chapel, which is an exceptional place. In a tranquil bush setting, this simple galvanised iron structure embodies the design principles of openness, light, and the "less is more" Bauhaus philosophy. Chaplain Ian McDonald referred to the chapel and its surrounds as a "thin place", from the Celtic Druids' concept of a



21 Sqn Chapel reconstructed (photo: Richard Luxton)

You may have to fight a battle more than once to win it - Margaret Thatcher

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place on the edge, where Heaven and earth meet. The service too was simple, dignified and very people oriented. Among other highlights, Tom Baird's recollections of life on the base with 87 Squadron and his reading of David Vincent's ("Mosquito Monograph") description of the final mission were warmly appreciated. Richard Luxton read John Gillespie McGee's poem 'High Flight' while birds called nearby and leaves and twigs fell on the roof. The Ode to the Fallen was read by Sqn Ldr Jim Gillespie's son Dr. Graeme Gillespie, followed by the Last Post and silence. At the conclusion of the service, Graeme Gillespie, flanked by Jim Gillespie's nephews Bob and Terry Burke and escorted by Alan Middleton, laid a memorial wreath at the foot of the cross. A sobering but uplifting service.



"Mission Completed" Presentation to Richard Luxton (photo: Mark Eaton)

After lunch, Alan Middleton read a presenta-

Retiring to the old hospital site nearby, we enjoyed a traditional Aussie barbecue lunch prepared by Bruce Garnett (of Water Watch and Coomalie Land Care) and his enthusiastic helpers. Also prominent on the day were the N.T. Emergency Services volunteers. These highly professional people took time off work to provide fire fighting services, portable shade shelters,

tion letter from the Director of the RAAF Museum and handed over a piece of fuselage from former 87 Sqn Mosquito A52-600, currently under restoration at the Museum. The fuselage section was to be added to that night's Victory Bonfire, and the ashes collected and returned to the Museum. Baird family members then promptly announced their family would donate a suitably inscribed urn to contain them; shades of some other Ashes? Two subsequent develop-



Re-enactment of the burning of A52-611 (photo: Graeme Gillespie)

ments are: the ashes have been collected, and their interim container is a (most Australian) Vegemite jar. And secondly, Richard Luxton has sent us a Permit to Burn from the Bushfires Council of the N.T.; it states in part "Permit issued to burn Mosquito fuselage, cricket pitch, Coomalie farm, VP Day commemoration".

cooking facilities and so on; their input was appreciated by all.

Richard then mentioned a group of ham radio enthusiasts from N.T. Police and Emergency Services volunteers who had

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We often discover what will do, by finding out what will not do:
and probably he who never made a mistake never made a discovery - Samuel Smiles

Mossie Data by Brian Fillery

Mosquito B Mk IV Series ii.

Description: Day and Night Bomber
Engines: Merlin 21 (a few had Merlin 23)
First flight: March 1942 (Production aircraft)

Wing Span:	54ft 2ins (16.45m)	Speed:	380mph (611kph) max
Wing Area:	454sq ft (42.2sq m)		265mph (426kph) cruising
Length:	41ft 2ins (12.5m)	Ceiling:	34,000ft (10,363m)
Height:	15ft 3ins (4.65m)	Max Range:	2,040 miles (3,283km)
Weight:	13,400lbs (6,078kg) empty	Weapons:	Unarmed.
	21,462lbs (9,734kg) auw	Bomb Load:	2,000lb (907kg)
	22,380lbs (10,151kg) full load		
Fuel:	539 gallons (2,450 litres)		
Oil:	44 gallons (200 litres)		



Notes:

- Extended nacelles. 50 gallon (227 litres) wing drop tanks could be fitted.

4,000lb (1,814kg) bomb conversions:-

- Max permitted takeoff weight 22,570lbs (10,237kg)
- Max landing weight 20,500lbs (9,298kg)
- Max fuel capacity 497 gallons (2,259 litres)
- Target ceiling 25,000ft (7,620m)
- Still air range 1,430 miles (2,301 km)
- Max operating radius 535 miles (860 km)

Highball conversions (DZ547/G):-

- Weights little altered, SL speed reduced by 18mph (28.9kph) and by 22mph (35.4kph) at 12,000ft (3.657m).

Highball Trials Aircraft (DK290):-

- In original B Mk IV state with 4 x 500lb (227kg) GP short-tailed bombs auw was 20,670lbs (kg).
- With bomb bay modified (but without drive) and with mock stores each about 1,100lbs (499kg).
- Takeoff weight 18,760lb (8,509kg).
- Cruise speed 260mph (418kph)
- Envisaged takeoff weight 21,000lbs (9525kg) with full load and fuel.

NB: Mosquito data from various sources is often contradictory.

From the Mailbox

Member Bruce Southward was browsing through his photo collection and sent this item for publication

Confederate Air Force "Airsho88" – Harlingen Texas October 1988

The photo of Kermit Week's Mosquito was taken at this display of a magnificent collection of warbirds. As a very young kid in NZ I remember "mossies" at the nearby Wigram airbase. The aircraft was in great condition and great to see and hear the twin merlins.

were able to climb through the B17 Flying Fortress, B24 Liberator and B26 Marauder. Also got up close to all the aircraft and able to chat to pilots and ground crew. Were particularly taken by the pilot of an Aircobra – limped badly, wore a hearing aid and very thick glasses – but put on a good show!



Highlights were many - the big bombers – B17, B24 and B29 – a flock of Mustangs- a Skyraider - the Curtis SB 2C Hell-diver – the spectacular re-enactments of various battles (Pearl Harbour the best).

The Mosquito appeared as

I note from Kermit Week's website the Mosquito is not listed – I have a vague recollection it was damaged in a hurricane in the 90s. I have emailed to see what information I can get. Will pass it on.

part of the "Europe" theatre re enactment – Mustangs, the B26, B17 and B24 all took part – unfortunately an A20 crashed downwind of the field killing the pilot.

My wife and I had an introduction from an airline pilot mate to "Hank"

(a former WW2 Thunderbolt pilot) and his ground crew. They had a very smart T 6 Texan or Harvard. We were well looked after at both the field and socially!

Somehow among all the noise, flames and smoke the most moving and emotional moments were the Atom Bomb on Japan –complete silence as the B29 trundled across the field with the bomb doors open; and the "missing man" formation of mustangs when the death of the A20 pilot was announced "we remember all those lost during the wars and especially our comrade today".

As a result we spent a lot of time wandering around the flightline on the 2 practice days and

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set up a base station and were broadcasting from the restored Adelaide River railway station (now a museum). Using some modern and some WW 2 vintage equipment, they sent out a repeat of the original "surrender signed, return to base" message recalling A52-609 both in clear and in Morse code. Apparently they had more than thirty responses from all over the world; great work!

Richard gave us some more background on other Services facilities in the surrounding area during WW 2, including the RAAF's No. 1 Medical Reception Station just up the road on the Batchelor turnoff. This well-equipped station (special burns section, X-ray unit and so on) was instrumental in saving the life of Frank Haymes, Jim Gillespie's navigator, who was severely burned in the crash.

An MAAA representative then thanked the N.T. Government for their contribution to our association for the lunch fund; it was most appreciated. Alan Middleton was next up, with a presentation to Richard: a framed and signed limited edition print of John Brown's painting "Mission Completed" which depicts A52-600 on short finals for Coomalie Runway 17. With its permanent home to be at Coomalie Creek, Richard intends to loan out the print to bodies such as the Darwin Ultralight Association (who use the Coomalie airstrip), the Australian Aviation Heritage Centre in Darwin and others; a generous thought. One group then went on a tour of the base, while a small party strolled along the strip to find Sqn Ldr Gillespie's crash site. We were accompanied by Sgt Mark Eaton from RAAF Tindall, up for the day in his official capacities of editor of 'Wings' newsletter and correspondent for 'RAAF News'. We'll look out for his articles and photos, and keep you posted. Mark may be transferred to the about to be re-raised 87 Squadron, so



was keen to see part of the original history of the unit.

During the afternoon the N.T. Emergency Services volunteers plus other helpers moved all the remaining food, cooking gear etc. down to the old cricket oval for a re-enactment of the Victory Bonfire. Several people came down from Darwin after knocking off work for this part of the proceedings, which got under way just before dark. We looked at the remains of A52-611 (or "Gamble's Folly") which was burned in the original bonfire. Most prominent of the identifiable components were the left and right hand main undercarriage legs; MAAA volunteers have just started restoring similar parts of A52-600 at the RAAF Museum, Point Cook. A milkwood tree has grown up through the starboard side components, engulfing them.

The tree is about 60cm in diameter and is roughly 8m tall! Then A52-600's contribution was added, the fire lit and the whole lot soon reduced to ashes. We all sat down to a repeat of the barbecue lunch, with rapidly developing friendships; things you simply can't buy. Like top squadrons, top sporting teams and other groups who share the satisfaction of striving for and achieving common

goals, the camaraderie was outstanding!

For a few of the visiting MAAA members, this 'high' continued on the following evening in Darwin, where Lyn Hutton (Dick Searle's daughter) and husband Ross played hosts to the southerners. Not one of us wanted it to stop, but suddenly it was 23:00 and time for bed. More than two weeks later as these notes are transcribed, several of us are still quietly in a bit of a glow.

In our original letters to the Prime Minister, Minister for Defence and others, I described 87 Sqn's final WW 2 mission as a 'small but significant piece of Australian history'. I see no reason

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The way to get things done is not to mind who gets the credit of doing them - Benjamin Jowett

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to change that description; perhaps we've even added a little to it ourselves.

Finally, the Mosquito Aircraft Association of Australia through its office bearers, committee, members and friends extends warm thanks to all those who put in to make this event the outstanding success it was. I intend to formally thank as many individuals and organisations as I

can, but this will take some time. Also in the near future, we intend to put together a DVD of photos and video of both the Coomalie and Point Cook events.

You are all invited to send any photos or messages you feel may be worthy of inclusion in our archives of this event; stay tuned to the Aussie

Point Cook 60th Year Commemorative Report

A commemorative ceremony was also held at RAAF Base, Point Cook, Victoria on Sunday 14th August 2005 to unveil and dedicate an identical plaque to the one dedicated in Darwin a few hours later.

In very cold and blustery conditions, a dozen or so people gathered at the Point Cook Parade Ground to witness the event and remember the end of WW2, those who had fought and died and to commemorate the last war flight of a RAAF aircraft (de Havilland Mosquito—A52-609) from Australian soil at Coomalie Creek on the 15th August 1945.

David Gardner OAM, the RAAF Museum Director gave a brief history of 87 Squadron and explained the importance of the day.

Chaplain, Squadron Leader Ian Whitley performed the dedication of the plaque, with the assistance of some ex 87 Squadron personnel.

The plaque was unveiled by David Gardner and Phil Spielvogel OAM (87 Sqdn photographer) followed by the laying of a wreath by Bill Woodburn and Noel Sparrow.

Phil gave the reading of the "Ode to the Fallen".

Bugler, Sgt. Peter McCracken played the Last Post and Reveille, followed by the dedication by Chaplain Whitley.

An unscheduled fly-over by Mustang VH-BOB

on its way back from a similar ceremony in Ballarat, although its timing was a little out, added to the occasion.

After 'stand down' those who attended the ceremony mingled with others around a barbeque at the RAAF Museum Flight Line to tell stories and generally reminisce.



Facing from left: Sqdn Ldr Whitley, Sgt McCracken and Phil Spielvogel OAM
(photo: David Devenish)

Duxford Mossie from member Noel Penny

The Fighter Collection (TFC) de Havilland Mosquito T.III TV959 has emerged from storage in an inaccessible part of Duxford airfield, and in early March was laid out in TFC's hangar to enable a survey of the rare and potentially air-worthy machine to be carried out by TFC staff.

ing the "Wooden Wonder" back in the air in Britain. The aeroplane first flew in August 1945, and was acquired by the Imperial War Museum in May 1963.

The museum loaned TV959 to Mirisch Films for



Up until mid-April 2003, TV959 had been positioned with bad lines of sight from the public areas of the T2 hangar.

use in the film 633 Squadron, although it did not fly, being used only for ground scenes at Bovingdon.

Since the crash of British Aerospace's Mosquito T.III RR299 at an air show at Barton airfield, Manchester, on July 21, 1996, there has been no flying example of the type, and TV959 has been held up as possibly the only hope of see-

In August 1963 the Mosquito had its starboard wing sawn off inboard of the engine and was mounted on a wall at the Imperial War Museum in South Lambeth. In the early 1990s TV959 was acquired by TFC, and moved into storage at Duxford.

To fly a very, very long time (endurance)

With minimum revs and just
adequate boost
To keep up their speed to one-
eighty,*
This perilous pair keep their place
in the air
In an atmosphere cordial and
matey.
Though unfortunate Paine is
checkmated again,
And his chess never won him
promotion,
He has leisure galore, set the
pieces once more
And continue patrolling the ocean.

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

*120 I.A.S. is about the minimum
speed for comfortable control.



The golden rule is that there are no golden rules - George Bernard Shaw

87 Squadron to be re-raised

An interesting article published in 'Wings' Autumn 2005 Vol. 57 No. 1.
- July 2005 has past, but there is obviously some truth in the scuttlebutt.

The RAAF is planning to re-raise No 87 Squadron on 1st Jul 05.

No 87 Squadron was first raised in Sep 44 at Coomalie Creek Airfield, NT, and undertook strategic photographic reconnaissance missions against the Japanese during WW2—first with Lightnings and then later with Mosquitos.

Previously, the unit was known as No 1 Photographic Reconnaissance Unit (1PRU). The RAAF Museum website at:

www.raafmuseum.com.au/raaf2/html/body_087sqn.html

includes a short unit history and a copy of the Squadron's crest.

The function of the unit when re-raised will be

tactical and operational level intelligence.

The unit will be re-raised initially at RAAF Glenbrook, Sydney, and will relocate after several years to either RAAF Edinburgh, SA or RAAF Williamtown, NSW.

The unit will be subordinate to the RAAF's Air Operations Support Group (AOSG) at RAAF Edinburgh, SA.

The RAAF is interested in hearing from any past members of No 87 Squadron in order to establish a link with the unit's wartime and post-war history. The RAAF is also interested in being contacted by anyone who knows the reason for the unit crest's emblem and motto.

Point of contact is Wing Commander Rick Keir on (02) 4737 7030 or email: richard.keir@defence.gov.au.

The President's Log—contd

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in. Tom and Dick were placed on chairs on the Mossie to represent Pilot and Navigator and were interviewed by TV crews, photographed by many and admired by all. Richard told us the paintings can be seen from 10,000 feet!

A busload of about 20 children with 2 teachers from Batchelor School arrived. They were told of the purpose of the activities and expressed great interest. Later they moved about, taking the opportunity to talk to other visitors, particularly to Tom and Dick. It is felt the meeting of the two generations will assist the children to have a greater understanding of their heritage of Australian freedom.

The RAAF added to the excitement of the day by providing an FA18 from Tindal to execute several low passes over the strip to represent the last operational sortie of the war, which was by a Mosquito from Coomalie Creek, this being the purpose of our commemorative visit.

At the request of Richard Luxton and the TV

crews, everybody gathered near the edge of the strip and waved and cheered in re-enactment of the members of 87 Sqdn behaviour 60 years before, in welcoming A52-609 home for the last time.

31 Sqdn built a Chapel in the camp area and this has been restored by Richard and Architecture students from Darwin who studied under Richard. A moving service was conducted in the Chapel, ending with a wreath being laid by Graeme Gillespie and his two cousins, Terry and Bob Burke, nephews of Jim Gillespie. The wreath was also provided by the Darwin RSL.

Earlier in the day, Graeme, Terry and Bob walked to the end of the strip and through the bush to pay a Family tribute to Jim. They were joined by Graeme Coates and Don Taylor, Members of MAAA Committee.

At the end of the Service, lunch was enjoyed in the former Hospital building. Members of NT SES again came to the fore to handle this activity.

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I have noticed that the people who are late are often so much jollier than the people who have to wait for them - E.V. Lucas

Flying Wing (less)

Thu, 9 Aug 2001 09:01:17 EDT

A simulated dogfight training took place between two F-15D's and four A-4N Skyhawks over the skies of the Negev, Israel...



"At some point I collided with one of the Skyhawks, at first I didn't realize it. I felt a big strike, and I thought we passed through the jet stream of one of the other aircraft. Before I could react, I saw the big fire ball created by the explosion of the Skyhawk.

The radio started to deliver calls saying that the Skyhawk pilot has ejected, and I understood that the fireball was the Skyhawk, that exploded, and the pilot was ejected automatically.

There was a tremendous fuel stream going out of my wing, and I understood it was badly damaged. The aircraft flew without control in a strange spiral.

I reconnected the electric control to the control surfaces, and slowly gained control of the aircraft until I was straight and level again. It was clear to me that I had to eject. When I gained control I said : "Hey, wait, don't eject yet!" No warning light was on and the navigation computer worked as

usual; (I just needed a warning light in my panel to indicate that I missed a wing...)." My instructor pilot ordered me to eject.

The wing is a fuel tank, and the fuel indicator showed 0.000 so I assumed that the jet stream sucked all the fuel out of the other tanks. However, I remembered that the valves operate only in one direction, so that I might have enough fuel to get to the nearest airfield and land. I worked like a machine, wasn't scared and didn't worry. All I knew was as long as the sucker flies, I'm gonna stay inside. I started to decrease the airspeed, but at that point one wing was not enough. So I went into a spin down and to the right. A second before I decided to eject, I pushed the throttle and lit the afterburner. I gained speed and thus got control of the aircraft again.

Next thing I did was lower the arresting hook. A few seconds later I touched the runway at 260 knots, about twice the recommended speed, and called the tower to erect the emergency recovery net. The hook was torn away from the fuselage because of the high speed, but I managed to stop 10 meters before the net. I turned back to shake the hand of my instructor, who had urged me to eject, and then I saw it for the first time - no wing !"



Vale

It is with regret that the Association must relay the passing of two of it's members:

LONG, Stanley Grenville Wilfred
of KATUNGA, Victoria

HELMORE, Robert Frederick
of BLACKBURN SOUTH, Victoria

The Association's condolences go to Stan's wife Elma, Robert's wife Helen and their families.

New Members

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

BARTRAM, James Robert
of MT WAVERLEY, Victoria

BIDDLE, Andrew Raymond
of EAST BRISBANE, Queensland

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

For those of us who watch what we eat and drink

FACTS:

- ◆ Japanese eat very little fat and suffer fewer heart attacks than the Aussies, Brits and Americans.
- ◆ Mexicans eat a lot of fat and suffer fewer heart attacks than the Aussies, Brits and Americans.
- ◆ Africans drink very little red wine and suffer fewer heart attacks than the Aussies, Brits and Americans.
- ◆ Italians drink large amounts of red wine and suffer fewer heart attacks than the Aussies, Brits and Americans.
- ◆ Germans drink a lot of beer and eat lots of fatty foods and suffer fewer heart attacks than the Aussies, Brits and Americans.

CONCLUSION:

- ◆ Eat and drink what you like. Speaking English is apparently what kills you...

Gee, that cross wind cut like a knife...



We never know the worth of water till the well is dry - 18th Century English Proverb

The President's Log—cont'd

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As a thank you for his efforts and co-operation, Richard Luxton was presented with a print of John Brown's painting of "Mission Completed", depicting a Mosquito arriving back at Coomalie in 1945.

Early evening found us gathering at the site of the bonfire for another BBQ. Richard did the honours of lighting the bonfire, complete with Mosquito. The evening was cool and calm, the sky clear, the bush quiet, conversation lively but hushed--until the fire was lit. It was then it seemed the realisation of the purpose of our visit had become clear.

As the fire died down, daylight became twilight and the bushland became still. Tom Baird was asked to play The Last Post on his treasured mouth organ. He followed this with a nostalgic rendition of songs of the war years. Our commemoration day was over.

We all felt it was well worth the effort.

Regards,
Alan.

Aarhus Mosquitos



Limited Edition print from an oil painting, with autographs of 3 ex-464 Squadron aircrew, Certificate of Authenticity and a brochure outlining the story of the raid and the signatories.

Created from first hand accounts of Mosquito operations the print captures the very essence of this type of mission - incredibly low flying, high speed and determination.

Send cheque/money order for \$220 (incl. Postage) to:

MAX ORDINALL,
PO Box 365, KIAMA NSW 2533

or phone: (02) 4296 2643

Please include your name, address, postcode and contact phone number.

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Even nerves of steel are subject to metal fatigue - P.K. Shaw