

KA114

After 16 years without a flying De Havilland Mosquito, the air over Ardmore Airport at Papakura, New Zealand on Thursday 27th September 2012 throbbed to the sound of two Rolls Royce Merlins propelling a Fighter Bomber Mk 26. She had a short proving flight of a couple of hours in which she landed at Auckland International Airport before returning to Ardmore to prepare for the "Mosquito Launch Spectacular" air show on Saturday 29th 2012.



MAAA VP Graeme Coates meets the 'Stars of the Show' (L-R):

- Glyn Powell (fuselage and wing constructor);
- Warren Denholm (Avspecs Ltd owner/manager);
- Graeme; and
- Jerry Yagen from Norfolk, Virginia benefactor and now owner of KA114).

The President's Log



Two outstanding events headline this issue of the *AUSSIE MOSSIE* Bulletin.

A visit to MAAA member Richard Luxton's Coomalie Creek airfield in the NT in August where three Committee members took part in the dedication ceremony and unveiling of a memorial plaque to RAAF No. 87 Squadron Mosquito pilot Squadron Leader F.J. (Jim) Gillespie at the crash site of his aircraft A52-605 was followed by a visit to Ardmore, NZ in late September. And yes, we saw the Mossie fly! Magnificent sights and sounds, from engine runs in front of the AvSpec hangar to a four-aircraft formation of Mossie, P-51, P-40 and Spitfire; see further notes later in the Bulletin.

Restoration work on A52-600 has been painfully slow, and held back by the loss of the RAAF Museum's Restorations Manager Brett Redway. It's unlikely this position will be filled before the new year, so MAAA volunteers have established a wish-list of what needs to be done most urgently. Graeme Coates has started a stock take of Mossie parts which are uncatalogued, and the status of their restoration unknown. About six of us are

helping Graeme (including Pat, Bob, Mike, Don and Terry), and more work on it is required. With the recent budget cuts, the RAAF Museum now depends to an even greater extent on active volunteers; without them, work on the Mossie would be at a very low ebb.

Our Annual General Meeting in August saw all existing Committee members re-elected, a satisfactory financial position with slightly increased reserves, increased archival material, more hits on our website, but a slight decline in our membership.

Thank you one and all for your support this year. Particular mention must be made of Bob Stevens for his powerful and considerable work as Secretary / Treasurer, Don Taylor for his continued work on our Website under considerable difficulties, Graeme Coates for providing the impetus to get things done at the RAAF Museum and for helping to organise our trip to Coomalie, David Devenish for his continued archival progress and organising our trip to Ardmore last month, Pat Dulhunty for his support in work on A52-600, and also to Richard Luxton for clearing the crash site of A52-605, laying the base and slab of rock on which the plaque is mounted, and laying on a magnificent fly-in to commemorate VP Day.

TRB

Important Notice

Bob the Secretary/Treasurer is moving house so the MAAA address and phone number will alter.

Please cease using the 32 Clarke Crescent address and instead use :

5 Lorna Street,
Cheltenham, Victoria 3192.
From 18th January 2013 Bob's new address will be:

34 Argus Street
Cheltenham, Victoria 3192

In the meantime if you wish to contact by phone please use: 0405 120 920.

Coomalie visit 10 – 16 August 2012

Graeme Coates (Vice President), Bob Stevens (Sec / Treasurer) and I visited the former RAAF airfield at Coomalie Creek, N.T. in mid-August this year, to take part in the annual VP Day fly-in and commemoration service organised by owner Richard Luxton. Coomalie was the war time home of the RAAF's PR Mk XVI Mosquito A52-600, our current restoration project. There was an additional event this year: we mounted, unveiled and dedicated a plaque to the memory of Squadron Leader F.J. (Jim) Gillespie, an 87 Squadron pilot who died as the result of injuries sustained in a crash and fire just off Runway 17 at Coomalie on 03 August 1945, just a few days short of the end of WW2.

More than a hundred people gathered at the crash site on Sunday 12 August, where Rev. Ian McDonald led the dedication service. Nick Bellfield performed a fly-past in his Harvard, peeling off above the site, then flying a re-enactment of 609's triumphant return on VJ Day 15 August 1945. Ian led a prayer for those who didn't make it home, Richard described the airfield as it was in 1945, I made a short speech about Jim Gillespie (my uncle) and unveiled the plaque, Graeme and Bob laid a wreath, and 'Sand' Williams sang her song "Three Mosquitoes, Sacred Ground". The ceremony was concluded with the Ode to the Fallen, the Last Post and a final prayer by Rev. McDonald, to conclude a deeply moving tribute.



We all moved from the crash site up to the rebuilt 31 Squadron Chapel for the end of WW2 VP (or VJ) Day celebration, conducted once again by Rev Ian McDonald. It's hard to imagine a finer place in which to hold this service; it's a beautiful, simple building among the gum trees in a tranquil setting in the bush. After another warm and inspiring service, we moved down the hill to the former Hospital site for a barbecue lunch and lots of mingling and chatting. That closed off a memorable weekend, but not the newly established, or recently re-kindled friendships. Our

warm thanks go to Richard Luxton and a band of his friends for the preparations already completed when we arrived, and for his and Jude's hospitality during our stay.

RB



Ardmore and KA-114 29 September 2012

On Thursday 27 September KA 114 took to the sky for its first flight, from Ardmore to Auckland International, inland, back to Auckland, then home to Ardmore; total time about 2.5 hours.

Friday 28: engine runs and minor adjustments at Ardmore – low overcast, occasional drizzle patches and crosswinds around 30 – 35kt put a stop to more flying.



Friday 28: Don Taylor, David Devenish, Bob Stevens, Greg Keays, Graeme Coates, Pat Dulhunty, Richard Luxton and Tony Burke posing in front of KA114 at Avspecs Restoration hangar.

Ardmore and KA-114 29 September 2012

Friday 28: Final adjustments on the Rolls Royce Merlin before the Airshow.



Friday 28: Warren Denholm owner of Avspecs Ltd looking very pleased with himself. He and his 12 restorers have spent 7-8 years getting KA114 to an airworthy state with days to spare before her debut flight at the Ardmore Mosquito Spectacular Airshow. Excellent job and well done guys. >>>

Eight MAAA members arrived at Ardmore at 15:00 on Friday 28 in time to see Warren Denholm climb into the cockpit of KA114 to conduct engine runs. On the hard stand in front of the hangar, the Mossie stood complete except for lower nacelle cowls, and looking pristine. Both Merlins started with their distinctive pops and growls, were warmed up then run to operating revs – not a bad start to the weekend. After the aircraft was pushed back into the hangar there must have been thirty or more of us just standing around gawping; it was really going to fly!

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Ardmore and KA-114 29 September 2012

Saturday 29: three flying display segments for KA114, with about six passes in each segment. Seen below taxiing just prior to her first flying display



On Saturday 29 we arrived at Ardmore early, and just as well. Over 20,000 spectators were on their way in, causing traffic delays of around 2 hours. Hundreds of classic cars plus a host of old military vehicles lined the spectator area and kept us occupied for well over an hour before the flying display started at 10:30 – and what a display! Broken into three segments, the action brought aircraft to the display line thick and fast; spectators were grouped on the non-duty runway, with take-offs and landings visible in front of us about 300 metres away on the main strip – excellent viewing. Lesser aircraft (aren't they all?) kept us entertained until KA 114 swept in from stage left and stopped the show.

The whole crowd roared, yelled, cheered and waved in delight. We'd expected the aircraft to make a couple of gentle straight and level passes at around 160 – 180kt, but not a bit of it. Both Keith Skilling, who flew the first two segments, and Dave Phillips flying the third used cruise power settings which give about 250kt straight and level; factor in the shallow dive which both pilots used to line up and that's around 270 – 280kt. Their 2 ½ hours flying

time made them the highest current time-on-type pilots in the world – by 2 ½ hours; however they were obviously very much at home with its handling characteristics. It looked and sounded superb; both pilots flew it down to about 150' and about the same distance in front of the crowd line which was magnificent (but difficult to pan accurately for photos!). Some repositioning turns gave us excellent plan views of the aircraft and speaking personally, I couldn't get enough of it. The Mossie seems smaller in flight than on the ground, its lines are perfect, it looks beautiful and *lethal*!



Saturday 29: KA114 having a brief 'smoko' break before performing

Ardmore and KA-114 29 September 2012

KA 114 teamed up with a DH 102 Vampire for a formation display, and later a classic WW2 formation of Mosquito, P-40, P-51D and Spitfire looked and sounded very special: imagine 4 Merlins plus an Allison directly in front of the crowd line!

Sensibly, the Mossie pilot kept revs down to allow others to keep up. Other highlights of the show included Liz Needham in a superb aerobatics display in her P-40, Dave Phillips did things with a Tiger Moth I've never seen before, the beautifully restored Aggie stood sedately by, a cast of thousands of Tigers, Chippys and a DH 87 Dragon added a touch of De Havilland nostalgia, formation aerobatics by four Harvards, solo displays by Spitfire, Mustang – the list goes on. Oh, and a Mosquito. We were awestruck.

Front row of the VIP marquee was reserved for the olds and bolds who had flown, navigated and serviced Mossies during WW2. They were both honoured and accorded every respect throughout the day and evening. Speaking of the evening, the celebratory dinner was brilliant; however I've run out of space so that will have to wait for the next issue.

Congratulations and thanks to Glyn Powell (father of this Mosquito), Warren Denholm, and Gerry and Elaine Yagen; without whom none of this would have happened. All we want now is to see a Mossie fly in Australia.

TRB



Saturday 29: Miles Messenger



Elaine and Gerry Yagen



Pat Dulhunty trying to convince Elaine and Gerry Yagen that the next passenger in KA114 should be himself...

Ardmore and KA-114 29 September 2012

Saturday 29: Mosquito, P-40, P-51D and Spitfire fly by



Ardmore and KA-114 29 September 2012



Saturday 29: Mosquito KA114 proudly showing off what she has—grace, speed, agility, power and that fantastic bass growling sound from those Merlins.



Newly restored Avro Anson



DeHavilland Vampire



NZ Warbirds SkyHawk

Ardmore and KA-114 29 September 2012



Saturday Evening:

A fabulous celebratory dinner with about 500 people in attendance held inside the NZ Warbirds hangar after the triumphant flights by KA114.

Glyn Powell, Warren Denholm, his crew and Jerry Yagen were all congratulated on their unique achievements.

Pat Dulhunty can be seen keeping an eye on the machine guns and ammunition. Not to worry they are replicas made of resin...



Ardmore and KA-114 29 September 2012

Sunday 30: four of our group returned to Ardmore to see KA 114 towed back to AvSpec's hangar for public viewing, and paid homage to the Anson which had also flown on Saturday.

Monday 1 October: We left our motel in Takanini and headed to Ardmore again, to find the hangar doors closed and the troops back at work. Up the highway to Auckland next, and an extended visit to the Museum of Technology and



many other interesting aircraft and sundry railway rolling stock. And that's the bare bones of our trip to Ardmore.

Then back to the land of Oz via a very rowdy New Zealand International Airport where the first stage fire

Transport (Motat) to see another Mossie, Lancaster, Solent, Sunderland,



alarm kept sounding for over a half hour.

Needless to say we were all elated with the very momentous long weekend in NZ. TRB



KA114—a trip down memory lane by Bill Gibson

I would like to share some personal reflections following my recent visit to Ardmore Airfield NZ to witness the return to flight of the Mosquito fighter bomber.

I have enjoyed an eight year or so association with Glyn Powell of Mosquito Restorations following an introduction when I went to collect a Merlin Spinner from Glyn at his Drury Hills, New Zealand workshop on behalf of the Mosquito Aircraft Association of Association for use in the Point Cook restoration project.

I was amazed and impressed by what Glyn was achieving towards construction of an airworthy Mosquito which would be the only one in the world.

At the time of my initial visit Glyn had recently finished the fuselage mould without which reconstruction was not possible. Through our family business, Gibson Freight, we were able to transport parts from around the world to Glyn as he located them.

Through this and my business related visits to Auckland I stayed in touch with Glyn and observed the building of the fuselage, then the wing and tail and their transfer to AVSPECS at Ardmore Airport for installation of engines and hardware.

All this over about eight years until Saturday September 29th when Glyn's vision, commitment and personal sacrifice of time and funding became a reality beyond the highest expectations of most including myself.

At this point I must declare an interest in Mosquito fighter/ bombers beyond that of a war birds enthusiast.

My father, Colin Gibson, was a navigator in a Squadron 605 Tactical Airforce Mosquito piloted by FO Graham Lumsden. They flew many missions as Australian air crew assigned to Squadron 605 firstly with Bomber Command, then Tactical Airforce.

In mid January 1945 American ground forces took their heaviest losses of WW2 as German Panzer divisions forced the allies back through the forests of the Ardennes region on the border between Germany and Belgium.

This was made possible by poor weather preventing essential air cover for ground forces in the forested and mountainous terrain. As soon as weather conditions moderated Mosquito aircraft

of the Tactical Airforce were deployed in the "Battle of the Bulge" which is no doubt familiar to members of the Association.

On January 19th, 1945 FO Graham Lumsden and my father, Colin Cuthill Gibson, were killed when their Mosquito struck power lines when low level bombing and strafing German tanks and supporting infrastructure.

I was born in August 1941 so have no memory of my father and, until Saturday September 29th, 2012, no physical link through which I could relate to him. Certainly there are photo's, letters, even his log book and static displays of Mosquito aircraft. None of these conveyed what to me was a tangible link to my father.

All that changed when I witnessed the first low level pass of the restored Mosquito at Ardmore. I could clearly see the two aircrew. I could visualise the one furthest back as being my father. At last I was observing something actually happening unique to what I knew of my father and could very much relate to it.

At 71 years old it is a little late to get to know your father however as someone remarked to me

– Better late than never!!

How true!!

Bill Gibson
Gibson Freight Australia Pty Ltd

A52 600 Restoration News

While the construction of KA114 over in New Zealand has stolen the limelight on every other bit of Mossie activity world-wide, the usual small band of MAAA volunteers have been turning up to Point Cook to assist in what ever way they can.

With the loss of B2 (Brett Redway) our Project Manager, B1 (Brett Clowes) has been providing guidance, but as he now has added tasks and responsibilities he cannot spend as much time with us on the restoration. Hence progress has slowed.

There is a band of Friends of the RAAF Museum and some other interested people who have been plodding away during the week to keep the reconstruction from floundering. This includes the continuation of repairs to bulkheads and restoring metal parts back to as-good-as new. Our thanks to them for their invaluable assistance.

The MAAA volunteers who are not overly experienced in fine wood working needed to work on the fuselage have been undertaking some not so fine woodworking by creating containers to house and protect vital pieces of the Mosquito for storage until they are ready for restoration.

As can be seen the external fuel tanks are now housed in luxurious hammocks awaiting the future date when they will see the light of day.

Meanwhile a cataloguing exercise is underway to record where the restored and

non-restored items within the Restoration Hangar are located. This exercise will take quite a few weekends up to Christmas.

New member Michael Kelly has taken to the cataloguing task with great gusto, better watch for burn-out...

It is expected the restoration will take a little while longer than anticipated, especially considering KA114 took 6-7 years with one or more people working on it full time!.

Meanwhile if any of our members and their friends come across anything that looks like Mosie items at swap meets or via the Internet (eBay etc), please inform one or all of the Committee—contact details are on the last page of this Bulletin.



tin, as there are still many pieces yet to be acquired.

Operations in No 87(PR) Squadron 1944-1945

Our Patron Air Vice Marshal JC (Sam) Jordan (Ret'd) AO FAIM
has gathered together some of his memories when he
was in No. 87 Squadron.

Our thanks to him for making this available for reproduction.

Nature of operations

Operations were almost entirely single aircraft unescorted flights. Most photography was with vertical cameras but some were with oblique cameras either mounted in the fuselage or firing through the optical flat in the nose of the MK 16 Mosquitoes.

Briefing was usually carried out by intelligence officers at North West Area Headquarters, quite close to Coomalie Creek. Wing Commander Stewart Jamieson was the senior intelligence Officer and carried out a good number of briefings. There was a tendency at the briefings for us to be told *"and while you are out there you might as well go on to have a look at so and so."*

Hence the squadron song verse,
"Now Area Intelligence want every bloody shot, - They send us further every time — each target is more hot!"

Our times on target were very predictable and we often wondered why the Japs didn't lie in wait for us. Before 10am local time shadows were too long to permit good photo interpretation; and after 10am the clouds started to develop, obstructing the targets! So our target times were about 10am and our take-off time determined accordingly.

From Broome flights over Java it was first light and from Truscott not long after first light. From Coomalie it was a slightly more civilized time but usually about 7am.

We normally cruised out at about 10,000ft climbing to our flight altitude (20,000ft or higher in the Mark 16s as we approached the enemy coast. It was only in the Australian built Mark 40 that we could reach Java or Borneo. As David Vincent remarks in Mosquito Monograph the Mark 16's range was restricted, partly because of their higher power and partly because of the drag of the paddle bladed propellers.

One of the features of Photo Recce Operations was that our aircraft was unarmed just relying on speed and height to avoid interception. As described in David Vincent's "Mosquito Monograph", Jack Phillips and Don Bradbury proved the efficacy of this arrangement in escaping a Jap Zero interception during the Isuzu operation.

But even though the aircraft were unarmed, we crews did carry a few arms – a .38 revolver and a machete each, plus a Tommy Gun – machetes for cutting through jungle, revolvers were pretty useless and Tommy Gun - as a last resort.

There was a system of rescue points (Roger Points) throughout the SWPA and if you could get to them there was a chance of being picked up by Submarine or a Catalina Flying Boat. There was one on Komodo Island and the briefing note was 'Beware of the Komodo Dragon which preys on goats and wild horses'!

A typical sortie from Coomalie involved the aircraft being towed from the revetment to the run up point at the runways end. This was because the engines overheated very quickly and lost power – not a desirable thing on a shortish strip at full load (normally 858 gallons of aviation fuel).

If it was an afternoon take-off – usually a travel flight to Truscott or Broome for an operation the following day – the cockpit was very hot and the armour plate was practically hot enough to blister exposed skin.

While on the subject of positioning flights it was normal for a ground staff member to be carried on the positioning flights. His job was to do the post flight check at Broome or Darwin and the preflight inspection the following morning. Operations from Broome particularly meant a first light take off and a very early start for the fitter. Broome incidentally was a quite short strip and take off with full load meant going through the gate.

I admired the fitters who flew with us on those

Operations in No 87(PR) Squadron 1944-1945

flights. David Vincent describes an earlier incident in which the fitter lay in the rear fuselage — with unpleasant *results*. In my time they sat on the floor between the navigator's feet in the PR40's or lay in the nose in the PR 16's. It must have taken a lot of nerve to come along with us. I remember two cases where the fitter became so upset that he looked for a way to get out of the aircraft.

One such incident was landing at Truscott where the pierced skin steel mat runway made an enormous noise; the other was in a return flight from Truscott to Coomalie when the starboard engine belched lots of flame on start up. On both occasions I had to restrain the fitter by putting a scissor grip on him with my legs!

The fitters had a second job while we were away on an operation. At Truscott it was to collect jars of oysters for the Coomalie messes. At Broome it was to buy up to 26 dozen bottles of beer which we'd load into the aircraft for the return trip to Coomalie. Hence the verse in the squadron song "Though other bastards say Coomalie's like a tomb you'll always find the bludgers here when the beer comes in from Broome".

Of course there were occasions when there was no beer to buy in Broome and the fitter was usually asked to get a few bottles of wine instead. On one occasion the purchase was about 150 bottles of Muscat! You can imagine the disappointment at Coomalie when it was unloaded! But it was disposed of pretty quickly!

The course to Broome and to a lesser extent Truscott (but also *Wyndham*) was over the Kimberley and caused many of us to remark on seeing the reddish terrain that it must be full of iron ore! Not that we envisaged the present day mining operations. The Mosquito compasses were notoriously unreliable and we blamed that partly on the effect of the iron ore. In fact there was a bit of a rule of thumb to add 5 degrees to the course you had worked out for the trip to Java, and subtract five for the trip home!

The compasses were a persistent worry and Frank Haymes and I instituted a practice of tail up compass swing later in our time at Coomalie. The system was very physically taxing including lifting the tail of the aircraft onto a trestle on all compass swing headings. But the results were rather disappointing — didn't improve things much! Of course we had only P type compasses — no magnetisms or remote readers!

Even though the MK40's had a longer range than the Mark 16's this was largely the outcome of lower powered engines (1350hp and 1650hp) and the absence of paddle blades. Interestingly though it was possible to cruise the MK 16's at 1800 rpm — but not so the MK40's. In the case of the Mark 40's cruising below 2300 rpm could lead to sympathetic harmonic vibration which in turn could shake the aircraft to bits. The standard long range power setting for the MK 40's was 2300 rpm and pull the power back to +4 boost.

Some particular memories

Anzac Day 1945 was the occasion of a sortie to the Celebes in A52-602. We had two targets — one the airfield at Macassar (Mandai) and the other a tin mine in the south west Celebes. The airfield target involved several runs at 20000 ft (a target plaster) which we carried out very successfully and which resulted in the *production* of an excellent target map by Allied Air Forces South West Pacific Area.

It was then off to the tin mine and I remained in the nose of the aircraft for the short transit. Intercom in the Mark 16's was pretty primitive; there was no i/c amplifier and we relied on side tone; when I say relied on it, most of our intercom was by shouted messages or written chits. In any event, in this case there was first a tap on my feet by Col Henry, and then a very garbled intercom. So I unfolded myself back from the nose to see Col's oxygen lead dangling loose. As soon as I reconnected it he passed out! There was no choice but to grab the control column and get the aircraft down to below anoxia level. That was about 8000 feet, and Col recovered. To my astonishment he had forgotten about our runs over Mandai — probably because he was anoxic even then! He wanted to return to Mandai to carry out our briefed mission and it was with a lot of difficulty that I convinced him that we'd already done it!

We then did our mine photography and returned to Truscott. A six hour, forty five minute pretty unusual flight.

David Vincent mentioned two of the episodes in which I was involved. One was the flight with Lloyd Law in which we lost one engine on take off (I suspect it continued to deliver some power despite a smashed crank case) and the other on final approach. My memory is of a flurry of instructions from Lloyd all to do with feathering the dead engine and raising/ lowering the undercarriage. The Mosquito un-

Operations in No 87(PR) Squadron 1944-1945

dercarriage was often uncooperative, refusing to lock up or lock down. One of my tasks was to hold the undercarriage lever up or down until locking occurred. I don't think we ever got it locked up but we did succeed in locking it down.

David Vincent mentions the silence as we travelled down the runway; I think one good engine which had been under high power for the entire flight, probably died when it was throttled back on final approach.

The other no noise episode was mentioned briefly by David Vincent. It was on the positioning flight from Darwin to Labuan via Balikpapan with Bob Green. The No 12 tank in the MK16 Mosquito operated with an immersed fuel pump and it was vital to turn the pump off before the tank emptied, otherwise it simply pumped air or gas into the engines — and they stopped. On this particularly day we'd had a particularly high fuel usage and I think Bob decided to see if he could get a bit more fuel out of the No 12 tank. Within seconds of him switching it on both engines stopped. Bob tightened his straps and turned into wind for ditching. I thought of doing the same but training prevailed. I switched to outer tanks which gravity fed the engines and pressed the bleed buttons. Lo and behold both engines burst into life and we continued on our way across the Macassar Strait to Balikpapan.

We had two Wirraways on strength at Coomalie and we used them for some training for local photography, and for fairly regular trips to Katherine to pick up a crate (30dozen) of eggs. Col and I usually agreed that I would fly the Wirraway to Katherine: we'd then reverse the rear seat, and load the egg crate into the back of the Wirraway, where it sat between the navigator's legs. On one return trip we blew a tire on landing at Coomalie and veered into the strip side ditch, I of course had a good view of what was happening behind the Wirraway. And down the strip behind us came the CO in his jeep, the ambulance, the fire tender and the duty crews.

We learned immediately where the priorities lay. The CO supervised the unloading of the eggs and their placement in the ambulance; the fire tender wasn't needed and we were left to explain to the duty crew why we had bent their aircraft. We scrounged a lift back to camp.

And finally the trip back from Coomalie to Parkes at war's end. My log book shows it

took 7 hours 20 minutes, much longer than it should have. That is partially explained by time spent flying over North Western Area Headquarters before setting course for Parkes. Suffice to say that we had only eight gallons left when we landed.

One other vivid memory is of the travel flight from Canberra to Rockhampton in 1946. I was with Dave Ephgrave in A52-620. Our instruments failed and the weather was dreadful. We couldn't get back into Canberra so headed west to intercept a railway line and find our position by reading a railway platform sign. But we were too low! Fortunately we spotted a train which we knew left Temora for Stockinbingal at a particular time and knew its average speed (about 20mph). So we worked out where we were and headed north for familiar territory.

We were in very heavy rain all the time and as we started our final approach at Parkes, the dinghy immersion switch operated; the dinghy blew out wrapping momentarily around the tail plane. I can still see Dave winding in nose up trim. We landed safely. My father in law to be had seen the dinghy eject and thought for sure we had bailed out

And really finally this time – the end of A52-304 in 1951 with Ted Mackenzie and I aboard. It was an engine failure on take off caused by failure of the engine harness. I remember seeing the starboard engine propeller folding up as we belly landed straight ahead. It seemed to take us ages to get out of the aircraft: the first person on the scene was a PMG truck driver who saw our end as he drove up Majura Road. To our surprise he remarked that we were out of the aircraft before it came to a halt!

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Service Profile: Sam Jordan



John Cyril (Sam) Jordan AO (ACA 17944) entered the Aircrew Reserve in 1941 and joined the Royal Australian Air Force in 1942, training as a Wireless Navigator (Nav W). Sam served continuously until 1979.

During his Air Force career, he flew in Avro Ansons, Wellingtons, Lancasters,

Mosquitos, Dakotas, Hastings, Beverleys, Hudsons, Canberras, Iroquois, Vampires, Vikings, Vulcans, Valettas, Javelins and Valiants.

His aircrew training schools and flying units included Bradfield Park, Somers, Narrandera, Mount Gambier, Williamtown, Shawbury, School of Air Navigation (SAN), 87 Squadron, 82 Wing and RAF 82 Squadron. Sam saw active service in the South-West Pacific, Malaya and Singapore.

During his long service career, he occupied many flying appointments which embraced Flight Commander 87 Squadron, RAF AWS, Commanding Of-

ficer SAN, Wing Navigation Officer 82 Wing, Officer Commanding RAAF Fairbairn, and Commandant RAAF Staff College. He was also an RAF A1 Category Navigator Instructor.

Prior to his retirement in 1979, Sam had attained the rank of Air Vice Marshal, his final appointment being that of Assistant Chief of Defence Force Staff. Earlier, he had been Air Member for Personnel and Chief of Joint Operations and Plans.

In 1976, Sam's valuable and valued service was recognised when he was appointed as an Officer in the Order of Australia.

Sam was later (1982–84) Chief Project Officer managing the establishment of the Australian Defence Force Academy. From 1984 to 1987 he was the Defence Force Ombudsman.

From the mailbag

Enjoyed the "horses ass" article in the last Bulletin! Most of your readers would not be aware that the Lockheed C130 is also related to those same two horses.

How?

In the late 1940's, the USAF could see the benefit of fast strategic air transport. They wrote one of those "specifications" for an "impossible" aircraft. The cargo hold had to have the same dimensions as a US standard 40' railroad boxcar. Sensible, since anything that would fit within the dimensions of a boxcar could be loaded into the aircraft. Standard road transport, and more lately sea freight, is also based on the same dimensions.

This was such an ambitious leap that many in the industry predicted only failure and argued strongly for size concessions - the USAF flagged away change and many Companies did not submit proposals. Lockheed proposed the C130 out of the Marietta plant in Georgia (Chief Designer Kelly Johnson refused to sign the proposal). Douglas submitted the C133 Cargomaster. Both were given initial production orders.

The (oversize) Cargomaster suffered with operating cost, fatigue and engine problems. The C130 became the "go to" strategic air lifter until the advent of the C-5; and, remains an outstanding tactical air lifter to this day.

In a take from birds the C-130 fuselage has a dual curve barrel. A smaller overall cross-section can be obtained by using a large diameter across the bottom. In birds, this shape accommodates a larger brain in the head and larger muscles in the body. Such a barrel also requires shorter length landing gear. The gain in internal volume given by the dual curve more than compensates for the increase in structural complexity. The C-130, like the Mosquito, has many "out-of-the-square" innovations that makes these aircraft classic.

Good Vibrations

Bill Munt.

I do not know whether this is news to you or not. Beaufort, Lincoln and Mossie pilot and Mossie Assoc member Sq Ldr Ted McKenzie AFC (postwar CO of RAAF No 87 Squadron) died 22nd May in Mandurah WA - I only heard this morning. He was an absolutely great bloke - he has joined his wife and his lifelong mate 87 Sqdn navigator Mike Wood who passed away earlier this year (Ted and Mike's wives both died last year in the same week).



I worked with Ted in the aerial survey industry for a number of years and for a time he flew in the right-hand seat in the Catalina that is sitting in the RAAF Museum at Point Cook.

I have no idea whether any in the current 87 Squadron would be interested to know. Can you pass on to whoever you may think needs to know?

Mike Wood's obituary by the way has just been posted on the Adastra Aerial Surveys website.

Sad news regards
Doug Morrison

I would just like to advise you with great sadness that Ted McKenzie has passed away so he will not be renewing his membership although I think he will still be flying somewhere, I can only hope that he is.!

Thankyou
Liz Edwards (daughter)

I am not sure if
made its way to
it is very much
thought that I would pass it on.



this sad news has
Australia yet but as
Mosquito-related, I

<http://www.telegraph.co.uk/news/obituaries/military-obituaries/air-force-obituaries/9181831/Air-Commodore-Ted-Sismore.html>

Ted Sismore died on March 22, aged 90. He was the leading tactical navigator with 2 Group, 2TAF under the command of Basil Embry and instrumental in planning the low-level attacks against Gestapo targets in Denmark and the attack on Amiens, France.

Prior to this he
himself as the
Mossie over Ber-
on January 31, 1943.



had made a name for
first navigator in a
lin in broad daylight

Ted Sismore was recognised as the finest exponent of low-level navigation and I believe the highest decorated RAF navigator of WW2.

I have known Ted for a number of years and he was without doubt one of the greats, a genuinely modest man, kind and thoughtful, a real hero. He will be sadly missed.

From the mailbag

Best regards,
Derek Carter
(Denmark)

Follow on email:

Just a quick heads up, there are some factual errors in the Telegraph obituary;

"Sismore continued to lead low-level daylight precision raids. On March 20 1945 (should be March 21) he led a force to attack the Gestapo HQ in the Shell House, Copenhagen. Once again his precise navigation resulted in a successful attack by the leading formation, and the building was destroyed.

Tragically, a following Mosquito was shot down (not true, the Mossie struck a light mast) and crashed on a school, (crashed close to but not on the school) killing many children (the children were killed by 3 bombs dropped by the following 2nd and 3rd waves). However, 30 (it was 18 not 30) Danish patriots escaped and 150 (only 52) Gestapo men were killed.

Just in case you use any of the information, the rest of the article is ok. I have informed The Telegraph of these errors.

Cheers, Derek.

Reading a previous Bulletin showing the couple of wing tanks you have been able to acquire, I, Peter Waugh an old 84 year old Mossie driver offer this—I flew with 87 Squadron in 1951, nearly 300 hours, my pilots notes for the Mk 41 (see the book I think I sent you) and the figures for the drop tanks was given as 100 gallons.

Mike Wood and I often flew for up to seven hours and arrived back at Longreach with plenty (as far as I knew). Guessing the average diameter of the tank to be at 18 inches and length at 60 inches and 6.25 gallons/ cu feet, it would be about 100 gallons, however it was a long time ago.

Regards
Peter Waugh.

You made my day sending the link to that New Zealand Mossie!

I look at that small door on the side of the cockpit, and wonder how the hell did I get my 6ft.2" up the small folding ladder into that very small cockpit, carrying a parachute with a dingey attached into  the curved metal

seat, the cushion as hard as hell, (I carried a small cushion to help with my bottom!!)

I also carried a .45 Colt Automatic revolver on my hip in case I was shot down!!! What a bloody silly idea that was, as you couldn't get out of a Mossie in flight anyway!!

The seat frame wouldn't go back far enough to cater for my long legs. My sitting attitude was with my legs at 90- degrees. Made it very difficult to feel the rudder properly! The strange quirk on nature is that at the age of 90, I can remember these little things of 1945, but haven't a clue what I did yesterday!! much less last week!

Thanks so much for the wonderful job you guys are doing for our association. I must try and get down to Point Cook again soon and see what is doing with the restoration.

What we want  is some millionaire with a passion to come forward and pay people to finish the job!!

Happy Days!
Tom Parsons ex 139 Sqd. PFF

Sweet..... Thanks for the connections to YouTube to see the New Zealand Mosquito in action.

I only wish that some of the fellows who flew and worked on these aircraft were around to see them in the air again.

Thanks,
Jenny Wright

Many thanks for the Bulletin, much appreciated.

I'm not surprised there maybe some details wrong in the book – no book is ever perfect. All one can do is keep on learning and finding out new info, updating here and there when the opportunity allows. That's the fun aspect of researching history.

I launched my book in York, UK at York Air Museum at Elvington with a bunch of ex crews. The whole event was organised by the de Havilland Aircraft Heritage Centre as an aircrew reunion and I 'tagged along' after being invited by the museum to launch my book there if I wished. Fortunately the publisher of the book (Ian Allan

From the mailbag

Publishing) played ball and had the book printed on time. So I flew over for the event on June 30th – it was a great day.

I also visited Tony Agar's static NF. II, which as you know is a 40 plus year labour of love. The Merlins will be able to be ground run in time and on the day I visited he turned them over on the starters.



Unfortunately I will not be in NZ to see the first flight of KA114.

Mark Nelson.



ED. I purchased a copy of Mark's new book called 'Mosquito'. It was a great read with many new photos I have not seen before.

See article elsewhere in this Bulletin.



Thanks for the YouTube addresses! That's great! But, am I being a bit dim? I only counted 5 exhaust pipes on the port side of the port engine.....

Regards
Spike Jefferson.

You can still count. Mosquitos had three different exhaust arrangements.

Two outlets – called a "saxophone" as it had a similar appearance but didn't sound anything like one. These were usually employed with shrouds over them to hide the exhaust flame at night. Therefore used on nightfighters and night bombers.

Five outlets – the fifth and sixth cylinders were joined bringing the sixth cylinder outlet forward due to the close proximity of the wing. Used on Mosquitos with single stage supercharger Merlins. KA114 has single stage Merlins.

Six Outlets – straight out exhausts – used on later aircraft with two stage Merlins which were longer and had sufficient clearance from the wing.

Don Taylor—Webmaster



From the mailbag

In Bulletin No 63 it states on Page 12 that "The cigarette lighter was invented before the match".

From my reading of history this is not true.

- 1680 Robert Boyle makes first crude matches.
- Godfrey Hanckwitz makes 'first' matches.
- 1762 Cigars introduced from Cuba.
- 1805 Jean Chancel's match has to be dipped into acid to light it, France.
- 1816 Francois Derosne's 'briquet phosphorique' match, France.
- 1827 John Walker's first friction match on sale, Stockton (Apr).
- 1828 Samuel Jones invents the explosive 'Promethean' match.
- 1830 Friction matches common.
- 1832 Cigarettes are invented during the Turkish/Egyptian War at the Battle of Acre. An Egyptian soldier, to increase his firing rate, rolls gunpowder into paper tubes which makes it quicker to reload his weapon. He breaks his tobacco pipe and has the idea to put the tobacco into the paper tubes and smoke it that way. The idea soon catches on.
- 1843 Manufactures Francaise des Tabacs opens first commercial (hand rolled) cigarette factory, France.
- 1844 Gustave E Pasch's safety match, Sweden.
- 1853 Mechanised factory mass produces cigarettes, Cuba.
- 1854 Cigarettes introduced into UK.
- 1855 Johann Lundstrom's safety match, Sweden, Bryant and May buy British rights and start production.
- 1865 First filter cigarette factory in London. Repeating Light Co makes 'The Erie', first pocket cigarette lighter, US.

Logical Conclusion :

Don't believe everything you see on the Internet.

Cheers,
Brian Fillery.

The following item was sent to the editor over the past few months by numerous people, suggesting it would be a good article to publish.

B-17 in 1943

A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of



World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Boeing B17 Flying Fortress, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew - miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the aircraft. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had

From the mailbag

to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the aircraft as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from the Captain Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.



Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground.

The rugged old bird had done its job.



Mosquito by Mark Nelson

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Leicester/Great Britain

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ISBN 10: 1857803345

Internet: <http://www.bookdepository.co.uk/Mosquito-Nelson-Mark/9781857803341>

In this exciting new title the author tells the story of the aircraft, de Havilland Mosquito and those who flew it. Enshrined in history as the 'wooden wonder', the de Havilland Mosquito was arguably the most beautiful aircraft ever built and also to fly. Loved and respected by its flight crew and opponents respectively, it is one of the iconic aircraft of World War 2.

Although originally designed as a bomber for the RAF, its performance rivalled that of most fighters of the time and the Mosquito undertook a range of duties unsurpassed by any other military aircraft - daytime tactical bomber, night-time high altitude bomber, day and night fighter, photo - reconnaissance and pathfinder.

The original conception of the Mosquito was unusual - to make use of the spare capacity in Britain's furniture making industry to construct a wooden aircraft - but once the aircraft took to the skies it was an immediate sensation. It could carry a huge range of hardware yet keep speed and

manoeuvrability and its construction gave it ruggedness and an ability to bring its crew home.

The aircraft is associated with some of the most famous names of World War 2 - such as Guy Gibson and Leonard Cheshire - as well as some of the most daring operations of the war, such as the low level daylight raids on Amiens prison in 1944. On the Gestapo headquarters in the Hague in 1944 and the Gestapo headquarters in Copenhagen in 1945.

In addition the Mosquito flew thousands of everyday pathfinder, bombing, night fighter, photo - reconnaissance sorties with great precision and a far lower rate of losses than most other aircraft.

Combining 150 superb historical and present day photographs with in depth and descriptive content, this title is sure to be a hit amongst aviation enthusiasts worldwide.



Vale

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

Wood, Michael, of Ryde, New South Wales

Charlwood, Don, of Warrandyte, Victoria

McKenzie, Arthur Edward Lynch, of Meadow Springs, Western Australia

The Association's condolences are extended to all the Member's loved ones.

New Members

The Association is pleased to announce and welcome

Kelly, Michael, of Hoppers Crossing, Victoria

Welcome to you, thanks for joining the MAAA Association and your help with the restoration of DH98 A52-600 down at Point Cook.

The Mosquito Aircraft Association of Australia

| | | | |
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