

## *President's Report*

Here we are, six or so months into what is undoubtedly a situation that the majority of us are unfamiliar with and worried about the impact the virus has had on our family, friends and ourselves. Hopefully we can keep it in check until scientists can provide a solution in the not too distant future.

The steady progress being made on the major focus of our Association, the restoration of De Havilland Mosquito PR XVI, A52-600, came to an abrupt halt. We were hoping to have the reskinning of her fuselage complete by the end of this year, but unfortunately I believe we will be lucky to achieve this by the end of 2021.

Although the volunteers have not been active, contractors have been improving the assets at Point Cook. Several buildings: the General Engineering hangar, the Paint hangar and the flying aircraft hangar have had their roofs replaced. Road guttering on the main entrance road has been replaced along with the semi-circular driveway in front of the Officers Mess.

The old Mossie office (building P176) has had its windows replaced and the door jams repaired to make the building more windproof. The windows, door jams and the doors have all been painted internally and externally which along with the previous recladding work will ensure the longevity of the building.

The Museum headquarters office area, foyer, the building central atrium and the majority of the ground floor has been refreshed with new ceilings, automatic LED lighting and carpets. In addition to this work, the furniture has been replaced where needed.

To help increase the longevity of the large aircraft stored externally, some have been 'shrink wrapped' in a rubberised coating to combat the corrosive environment inflicted on them by Port Philip Bay.

The Museum headquarters office area has been renovated to provide an updated look and increase its practicality.

Within this Bulletin there are articles covering the 75th commemoration of VP/VJ Day. Many of the Mossie Committee were all booked to attend the activities at Coomalie Creek but this was not to be. Apparently there were 100-200 people from the general public and RAAF from the non-CoVid states. Those fortunate enough to attend have reported it was very successful and Richard Luxton (our new Life Member) is to be congratulated for arranging a very memorable function. The occasion has been recorded on film and shortly will be available for downloading off the internet, anybody wishing to obtain a copy should drop me a line.

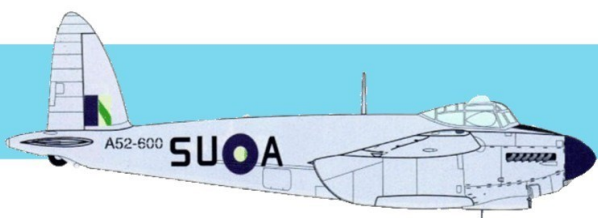
Thanks to Peter Lewis and Terry Burke for helping to fill this Bulletin with interesting articles.

At the end of this Bulletin are the proceedings of our very unusual Annual General Meeting held via an electronic meeting facility called Zoom. Thanks to those who joined us and also many others for forwarding their proxies so that we were able to meet the quorum rules as stipulated in the Consumer Affairs Victoria regulations. Extra proxies arrived after the AGM thanks to the two week delivery times of some letters. If you sent one and your name does not appear in the minutes then I am afraid that your letter was one of them!

Stay healthy everybody, we must remember that good things come to those prepared to wait and wait and...

Regards Bob Stevens.





## 75th VP Day

By Terry Burke

This year marked the 75th Anniversary of VP (Victory in the Pacific) Day.

On 15 August 1945 the Squadron mounted their last wartime operation. One of the RAAF No. 87 Squadron photoreconnaissance Mosquito Mark XVI aircraft was tasked with a flight to Timor. Flight Lieutenant Bill Maitland and Flying Officer Bill Reedy were briefed to fly A52-609 to Timor even though an announcement of surrender had been heard on the radio.

Despite this the flight had been planned and as no advice had been heard to the contrary, the sortie went ahead.



With great fanfare the crew set off on what everyone knew would be the last wartime operation. After only one hour they were recalled to base; the war had officially ended. Their return was carried out in style, with a low level downwind pass at full noise, in front of the entire Squadron.

## MOSQUITO AIRCRAFT ASSOCIATION OF AUSTRALIA INC

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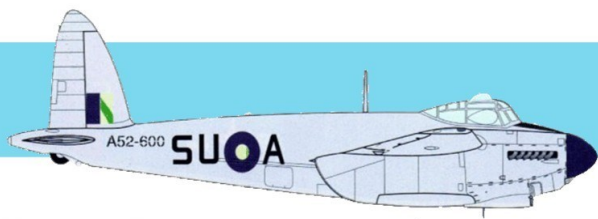
## New Members

Anthony CAWTHORNE  
of Camberwell, Vic  
Andrew ELLIS  
of Hamilton, Vic  
Nancy HOBSON  
of Bellingen, NSW  
Mark SMITH  
of Narre Warren, Vic  
Robin WEIR  
of Highett, Vic

## Vale

Brian FILLERY  
Of Esk, Qld  
Lyn KING  
Of Glengarry, Vic  
Glyn POWELL  
Of Drury, NZ  
Don TAYLOR  
Of Mooroolbark, Vic





## *Sqn Ldr Jim Gillespie*

*By Terry Burke*

Frederick James (Jim) Gillespie grew up in the small town of Minnipa on the Eyre Highway, upper Eyre Peninsula of South Australia. He came from a family of six: his father Stan; mother Stella; and three sisters Eileen, Doris and Mollie. Jim Gillespie was born at Semaphore, a suburb of Adelaide in 1914, then lived at Kimba on the Eyre Peninsula and finally at Minnipa. He started work after local schooling with the stock and Station agents Goldsborough Mort, and moved on to the local bank.

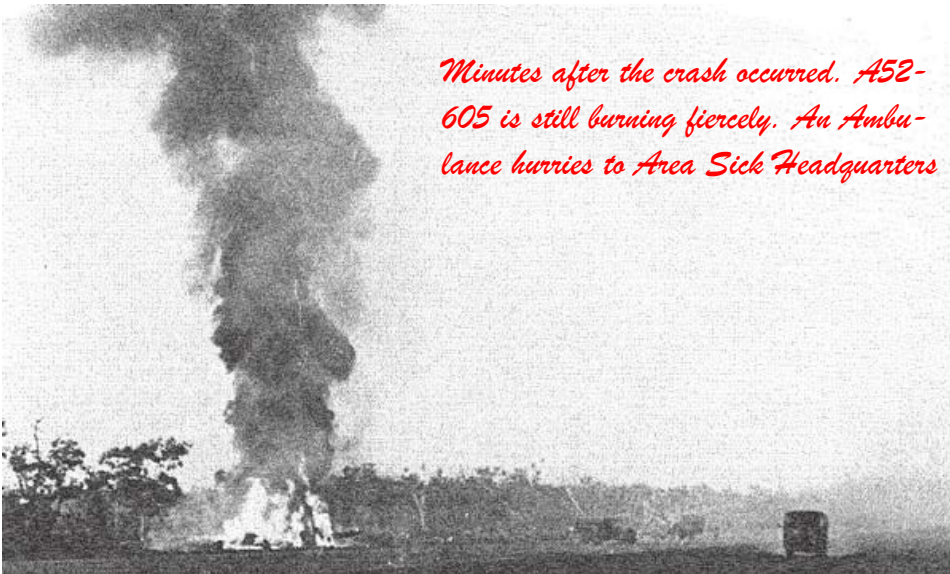
He joined the RAAF in 1942 and proceeded through various postings such as instructing at RAAF Deniliquin on Wirraways, then to No. 5 Operational Training Unit at Williamstown where he did a conversion onto Mosquitoes. Along with pilots and navigators on this course, all personnel were delighted with the Mossies, and with the chance to fly them in action.

From 5 OTU he was posted to No. 1 Photographic Reconnaissance Unit at Coomalie Creek RAAF Base in the Northern Territory, a base which they shared with No. 31 (Beaufighter) Squadron. No. 1 PRU was re-named No. 87 (PRU) Squadron soon after. They operated from Coomalie until the end of World War 2, carrying out reconnaissance flights over many areas of the former Nederlands East Indies (now Indonesia), which were then occupied by Japanese forces, and staging through various outposts such as Truscott RAAF Base in Western Australia. Meanwhile, 31 Squadron moved further north as WW2 went on; the 87 Squadron Mossies (mostly Mark XVI PRU aircraft) stayed put at Coomalie until, in July 1945 the Squadron sent a pair of these aircraft north to Morotai.



*Hazel and Jim Gillespie at Minnipa, South Australia*

It was on this first transfer mission that Squadron Leader Gillespie's aircraft (A52-505) crashed on take-off. With a full load of fuel (890 Imperial Gallons) and many cameras and photographic spares on board, the aircraft swung to port on the morning of 3 July 1945, slewed into the monsoon drain, hit a heap of gravel, and caught fire.



*Minutes after the crash occurred. A52-605 is still burning fiercely. An Ambulance hurries to Area Sick Headquarters*

Both Gillespie and his navigator (Flying Officer Frank Haymes from Adelaide) were able to get out of the aircraft via the escape hatch atop the canopy, both with severe burns. They were rushed to No. 1 Medical Receiving Station only a mile or so from Coomalie just past the Batchelor turnoff from the Stuart Highway, which had a specialist burns unit. Haymes survived, but Gillespie whose burns were more severe, died shortly after on 5 July 1945.

A plaque in memory of No. 1 PRU has been placed at the threshold of Runway 17, near a similar one for No. 31 (Beaufighter) Squadron.

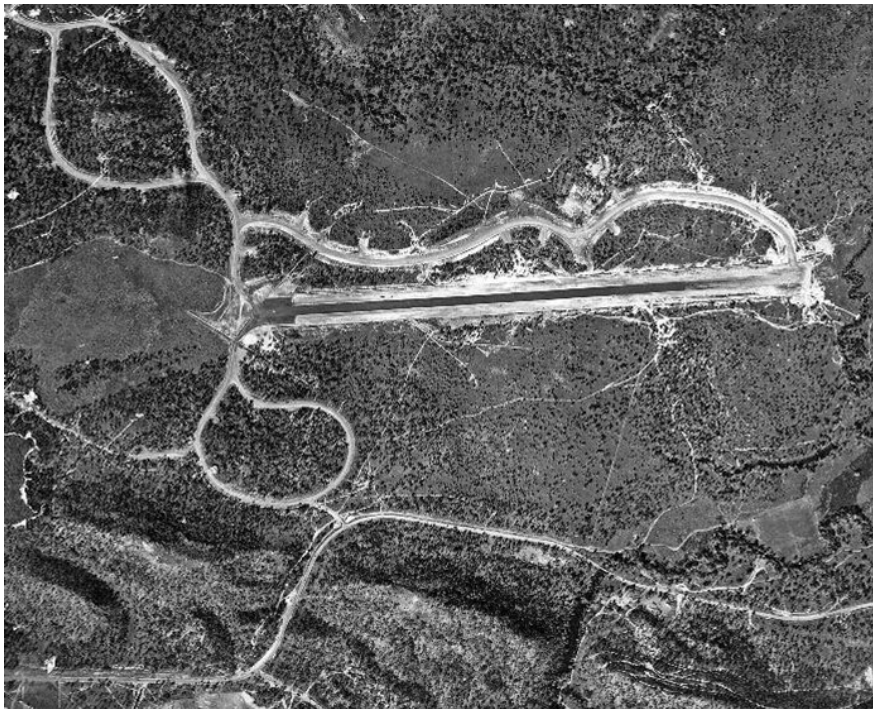


## *Aerial Photography*

### *Part 4 of 'A Short History of Aerial Photography' by Peter Lewis*

Wednesday August 15th 1945 dawned bright and clear at RAAF Base Coomalie Creek, N.T. Another beautiful dry season "winters" day in the tropical north of Australia. Coomalie is a 5,200ft (1,585m) air field in the tropical forest and bushland 90 kilometres south of the city of Darwin (the capital of the Northern Territory is only 12 degrees of latitude south of the Equator). From the "day of infamy" when the Japanese Imperial Navy attacked the USA at Pearl Harbour on 7th December 1941 and a short ten weeks later Japanese forces unexpectedly and heavily bombed Darwin City and port on 19th February 1942, northern Australia has been the front line of the war in confronting Japanese Empire expansion plans in the Pacific.

Coomalie Creek airfield is one of the numerous temporary military bases carved out of the bush, opened in November 1942, in emergency circumstances after Prime Minister John Curtin rallied the nation to a total war footing against the threat of Japanese invasion.



*Aerial View of Coomalie Creek during WW2*

As stated in his entry in The Australian Dictionary of Biography: "Conversion of the economy to the needs of total warfare was a massive achievement". Coomalie Creek was one of Australia's "tips of the spear" in confronting Japanese forces occupying the vast islands of the Dutch East Indies north of Australia.

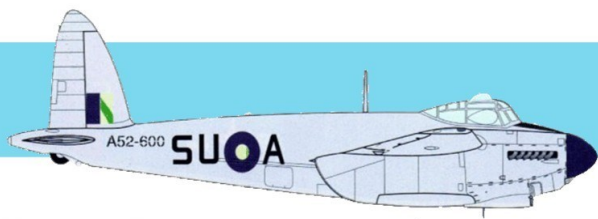
In August 1945 Coomalie is the home base of Number 87 (Photographic Reconnaissance) Squadron, RAAF and Number 31 (Beaufighter) Squadron, RAAF and intelligence units of the RAAF and Army. Not much more than a collection of tents, a few buildings and huts, numerous aircraft dispersal points and the tarmac runway to show for their presence, even after almost three years of occupation. Many of the young men present that morning were still in school on that distant day back in September 1939 and six terrible, costly years of total war have since passed.

As the men went about their duties this morning, much as they had through three wet seasons and dry, there was a buzz through the mess tents

that today would be different. 87 Squadron had a mission planned for that morning, a photographic mission to Timor. But all the talk was of peace not war. Could it be that the Japs might actually surrender and the war would be over? It was only a week ago on 7th August that a small column half way down the front page of the "Adelaide Advertiser" (see Trove) had reported that a new type of weapon had been used by the US Army Air Force on Japan, an "Atomic Bomb". But the next day, 8th August, there was a banner headline in the Addy ("Atomic Bomb Shatters Jap City") and in the Army News of the next day telling the world about this devastating new weapon (Army News, August 9th: "Most of Hiroshima reduced to ashes. Air photographs show grim work of Atomic Bomb"). The city of Hiroshima had been devastated in a flash.

Then on the 11th news of another bomb, this time the port city of Nagasaki destroyed and Army News also reported that the Russians had attacked and successfully defeated Jap forces in Manchuria. We now had a western front against the Japs and all the rumours in the mess in the last days were that the Yanks had 20 of these bombs and they would keep hitting Japan until they surrendered or there was nothing left to destroy. The President of the USA, Truman, was reported as having stated this himself when calling for the unconditional surrender of Japanese forces (which we now know to be a bluff, the USA only had two bombs and the second, the hy-





drogen weapon, was also completely untested, but clearly successful).

Never the less the scuttlebutts and furchies around Coomalie had been alive all week with the possibility that the war would end at last. Rumour had it that a highly decorated Pom Groupie, Group Captain Leonard Cheshire VC, had been on an observation flight during the Nagasaki attack and his report of a huge mushroom cloud rising to 20,000ft had flown around allied bases.

Aerial photography by the Americans had confirmed that 30% to 40% of each city had been totally destroyed in these attacks.

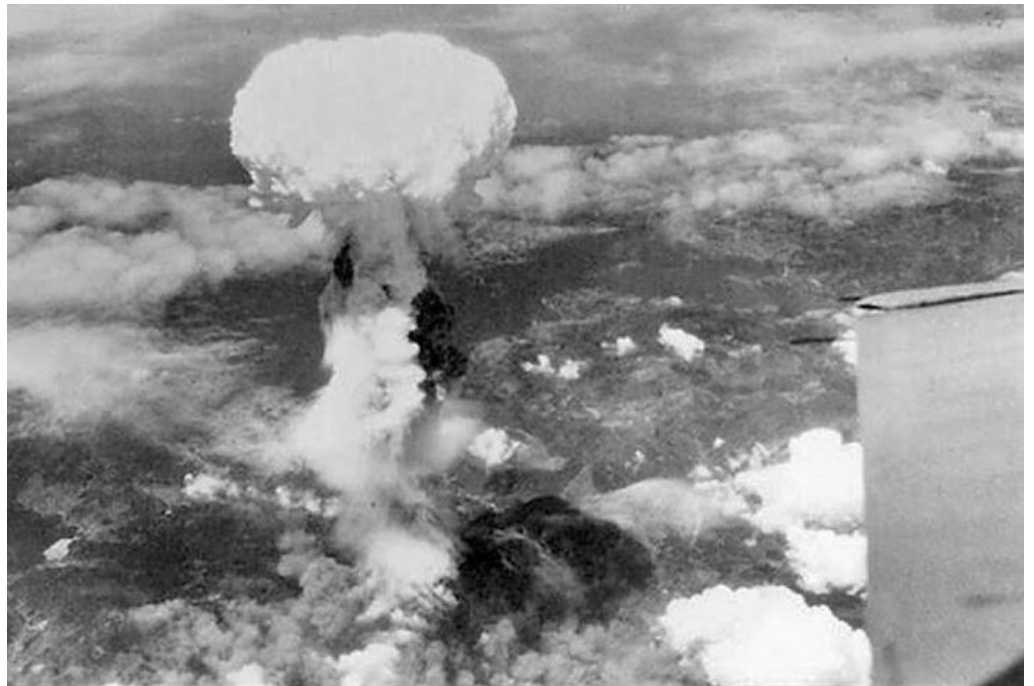
While the duty riggers, electricians, carpenters, fitters and photographic technicians busied themselves that morning preparing for the day's mission, a larger than normal crowd transported themselves to the dispersal area where A52-609 De Havilland DH98 Mosquito, Mark XVI (PR) sat gleaming in the morning sun painted in PR blue. They were coming to see off a new crew, pilot Flight Lieutenant Bill Maitland and navigator Flying Officer Bill Reedy on this mission. The aircraft took off as normal but the crowd of airmen remained, talking, smoking, gossiping, chi-acking as servicemen of that time were apt to do when off duty.

An hour into the flight (August 15th in Australia, but still August 14th in the western hemisphere) it was announced that Japan had unconditionally surrendered, while being allowed to retain the Emperor who had announced by radio broadcast to all his armed forces and the general population of Japan that fighting must cease and that they lay down their arms immediately.

A signal was immediately sent to A52-609, turn around, come home, the war is over. Flt.Lt. Maitland responded immediately and on return to Coomalie flew a strictly unauthorised, but applauded by all present, low level, high speed beat up along the runway.

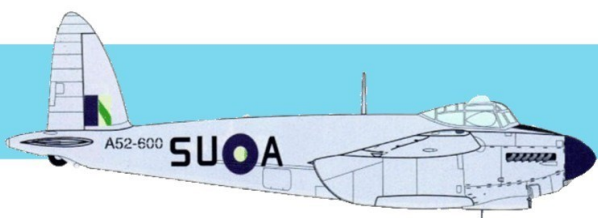
Thus it was, just as the first operational flight of the war on 3rd September 1939 had been a photographic mission by RAF aircraft, the last active flight of the war from mainland Australia, also a photographic reconnaissance flight, was completed. Photographic reconnaissance had been a significant contributor to the Allied victory in World War 2.

The war was finally over and 14/15 August 1945 entered history as Victory Pacific Day.



*Atomic bomb mushroom cloud rising over Nagasaki, Japan*





## Farewell Don

### Death of M.A.A. Committee Member

Don William Taylor

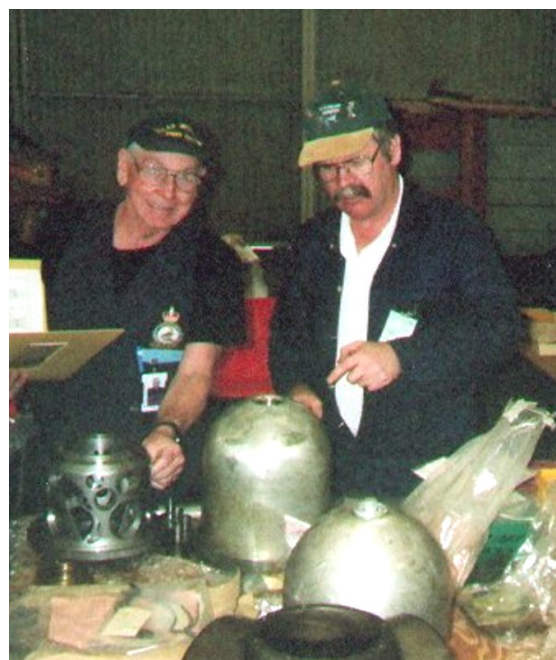
14/06/1955—11/11/2019

Don joined our Association in early 2000, becoming a very enthusiastic member working on the restoration of the propellers with another gentleman, the late Arthur Winton. They worked industriously on them for almost a year until completion. Those propellers are currently awaiting installation on a wing in the coming years.

Don's love of aviation (apart from gold fossicking) led him to our door where he would enlighten the people down at Point Cook over a cup of tea, about his flying prowess in gliders.

Don built up a considerable library of books especially relating to the Mosquito, which he thoroughly digested and was able to recall facts at a moment's notice, if there were any technical questions. Because of his accumulated knowledge about the Mosquito, enquiries from the general public would be forwarded to Don, who successfully answered all the proffered questions.

In 2002 we were fortunate to be able to coerce him to join the Committee, in which he served until medical problems made it difficult for him to attend



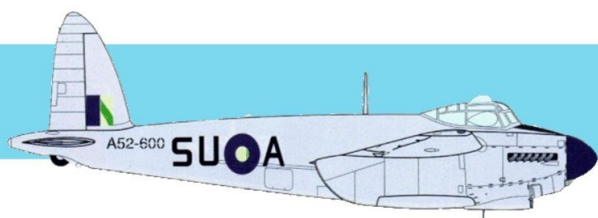
meetings. Even during those difficult times, he would still appear at some meetings and on restoration days at Point Cook to continue his support and interest in the aircraft's progress, while combining a bit of comradeship with other volunteers in the Museum's flight line.

We are very fortunate that Don spent many, many months programming and creating a cataloguing database for the aircraft parts, all done during his spare time at home. This creation has stood the test of time and is still growing and providing an invaluable tool for the many tens of thousands of parts that go to make up the aircraft. He also took the Mossie Association's story to the world via the Internet, creating our first website, which is still running and attracting interest to this day.

In September 2012, Don got to see the one and only flying Mosquito in existence, when he and some of our members flew over to the Ardmore aerodrome just outside Auckland in New Zealand. He was able to witness what few other people of our age were ever to see. He, like the rest of us were just elated by this experience.

He will be sadly missed by all the Mossie volunteers, the Friends of the Museum and RAAF crew down at Point Cook. We will miss that big bushy moustache and his smiling face.





## Life Memberships

*David Devenish—(Vice President and Historian-Archivist) recording progress on KA 114 fuselage at Drury, New Zealand*



*Terry Burke—(Vice President and President) recording progress on KA 114 tail plane at Drury, New Zealand*



*Graeme Coates—(Vice President and Technical Drawing Digitisation) converting microfilm, microfiche and aperture cards into computer readable format.*

*Richard Luxton—owner, restorer and conservator of historical items and facts at Coomalie Creek site in Northern Territory*







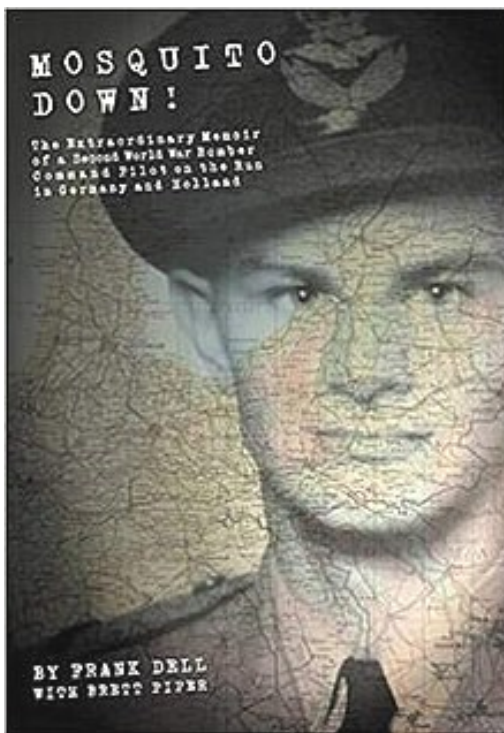
## *"Mosquito Down"*

*A book review by Peter Lewis*

I recently found and re-read my copy of Frank Dell's extraordinary memoir of his wartime experiences in the RAF, "Mosquito Down". Afterwards I idly Googled him to find out how he ended up, only to find that he is alive, quite well and living in retirement in Sydney at 97 years of age this year. He was last reported in the news as attending a British Airways 100<sup>th</sup> Anniversary event in his honour in 2019, after retiring from that company as Chief Pilot (Technical) in 1976.

His story is quite amazing, co-written with Brett Piper, "Mosquito Down" was published in 2014 by Fighting High Ltd and copies are for sale on the usual book selling sites for around \$17. But I want to bring him to the attention of any readers of this Bulletin who perhaps have not heard his story. It is, as described in the book, "an extraordinary memoir".

The book opens with a brief description of events which occurred on the night of 14/15<sup>th</sup> October 1944 which is an appropriate point as it marks a transition in his life in the most amazing way. The book quotes from the 692 Squadron Operations Diary for that night as follows:



"A small scale attack was made in clear weather. All aircraft carried a 4,000lb bomb and released between 0305 and 0307 hours from 25,000-27,000 feet. The defences did not open up until the attack had developed and most crews were out of the target area before the usual intense flak started. The searchlights were also not very active. F/O F.H.Dell and F/O R.A. Naiff did not return from this sortie".

The opening chapter describes in detail what happened to them that night. It was their 13<sup>th</sup> mission together as a crew flying Mosquitoes in 692 Squadron as part of the RAF Light Night Striking Force. Frank Dell had volunteered for LNSF as a way to joining the Pathfinders (41 missions, minimum required to qualify) and this was indeed his 13<sup>th</sup> mission, whereas F/O Naiff had already completed one tour of 30 missions as navigator in Stirling heavy bombers.

On route to the target of Berlin the 692 Sqn Mosquitoes were sent in a feint towards Duisberg (the target that night for the heavy bomber forces) and were to turn north eastwards towards Muenster before running in to bomb Berlin. The 4,000lb bombs were capable of causing severe damage over a blast radius of 400 yards, a significant weapon, but the LNSF Mosquitoes were also expected as part of their mission to draw off night fighters from the main force.

There are many reports from Mosquito pilots including Frank Dell detailing the wonderful performance and handling characteristics of the DH98 in the air. The aircraft Frank and his navigator Ron Naiff were in that night was a "brand spanking new" Mark XVI Mosquito carrying the "Cookie" (4,000lb) to Berlin. However one of the

characteristics described as "slightly tricky" in the Haynes Mosquito Owner's Manual was the difficulty in exiting from a stricken aircraft should the need arise, through the crew entry hatch.

Near Muenster their aircraft was immediately locked on to by two searchlights and Frank put his head down to prevent dazzling to focus on evasive action while Ron had already moved into the nose cone to commence the target run. More searchlights locked on, despite weaving left and right for the appropriate times to avoid radar guided heavy anti-aircraft gunfire but suddenly the aircraft shook violently which he assumed was a hit of some sort. By the time he had refocused on the instruments the aircraft was climbing with the control column not responsive to normal movement. The aircraft "snapped into a spin" seemingly falling down the searchlight beams with both crew held in a huge "G" force. Frank seemed to be regaining control in the dive just as there was an enormous crash and explosion of the fuselage which "projected me with tremendous force through the roof". The aircraft had seemingly disintegrated and he found himself tumbling in the cold air. Training kicked in, he stabilised the tumble and despite horrible thoughts to the contrary he found his parachute handle and activated it. To his great relief it popped open above his head and he found himself descending into the blackness of the night over the German countryside. His immediate thoughts were for his navigator and friend Ron Naiff who tragically had no chance of escape as the usual procedure for navigator/bomb-aimers was to leave the parachute in their





seat when going into the cramped nose cone for the bomb run.

This brief summary of the opening chapter does no justice at all to the complete story that Frank Dell has told in his memoir. In fact just this first chapter alone is completely gripping and full of essential details that can only be had by reading the full book and I strongly recommend getting a copy and reading it a couple of times. Some of the key points in summary of Frank's extraordinary life are as follows:

Born in the UK in 1923, his father had served as a mechanic in the RFC in WW1. Frank excelled in sports, rugby and cricket in particular at school and always hoped to join the RAF. He spent some time in the Home Guard in 1940 during his last year at school and likened himself to Private Pike of Dad's Army fame. He had joined the ATC as well and was finally given an opportunity to learn to fly in 1941. A "natural" flyer he completed the solo training in a Tiger Moth well under the 10 hours allowed.

He was then shipped to the USA to complete advanced flying training on various types of aircraft gaining his Wings and being officially admitted into the RAF in Toronto as one of the top 5% of flying graduates in his course. This led to reassignment back to the US as an instructor where he remained for two years gaining 1,000 hours in the air before returning to the UK by ship in November 1943. His significant flying experience by that stage allowed him the opportunity to ask to fly Mosquitoes and to eventually join the Pathfinders. However we know where that plan ended – in a muddy German field.

So the second half of the book details his experiences after he landed by parachute on his bum in that ploughed field in Germany not far from the Dutch border after being forcibly ejected from the warm and cosy cocoon of the crew compartment of his Mosquito at about 1.20am, taking an estimated 20 minutes to descend from 27,000ft. And that is when the story gets really interesting! When he failed to return from this mission his parents were informed that he was "Missing in Action" and heard nothing more until he returned after being liberated in Holland by the British Army in March 1945, having spent six months living with and being active with the Dutch Resistance.

But I am not going to mention that – read Frank's book, it is one of the best personal memoirs of an extraordinary wartime experience. Post war Frank applied for a permanent commission in the RAF but was told nothing was available so he eventually left in 1946 and joined British European Airways. The RAF did offer him a permanent commission in 1948 but he decided to stay on with BEA remaining with the European section of British Airways as it eventually became until his retirement.

In 1975 Frank received information from a friend, a former RAF Squadron Leader, who had access to Luftwaffe documents, who established that his Mosquito was in fact shot down by a Messerschmitt Bf110 Night Fighter equipped with radar and some kind of boosted speed to allow it to catch up with Mosquitoes. The German pilot died a few days later in a landing accident. Frank was able to piece together the sequence of events that night from that information and he believes that the initial attack destroyed the elevators leading to initial loss of control.

In 2012 Frank flew back to London from Sydney to attend the dedication of the Bomber Command Memorial in Green Park, a very moving statue which I have had the good fortune to visit as well.

Frank was also able to go to Ardmore that same year for the first flight of the first Mosquito rebuilt to flying condition and was allowed to stand with his upper body inside the flight deck area once again. It must have been a very moving moment for him.





## Mosquito Mapping Crew

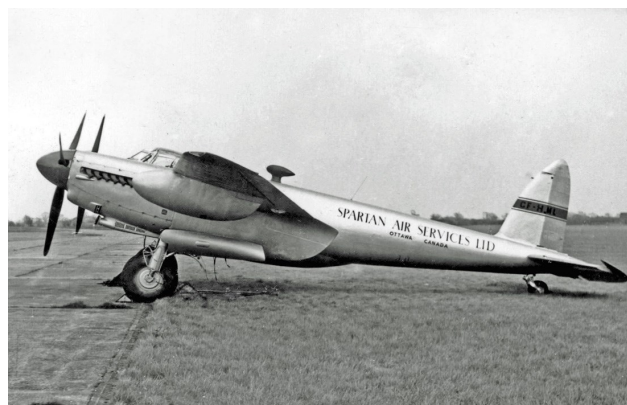
By James Kightly

### Spartan Mosquito Mapping Crew

*I'm pleased to be able to share the expanded content of a feature article 'Aircrew' I wrote for Aeroplane Monthly's March 2016, on the job of mapping with a Mosquito – in this case, civil three-crew Mosquitoes in the Americas, as flown by the Canadian Spartan Air Services crews – a parallel to the RAAF crews who used Mosquitoes to map Australia postwar we know well.*  
- James Kightly, Vintage Aero Writer.

For a brief period in the 1950s, de Havilland B.35 Mosquitos were a part of the diverse fleet Spartan Aerial Services Ltd. used to take aerial photographs to map the far north of Canada for the first time. The Spartan Mosquitos were configured very differently to service aircraft, as they were set up with a crew of three. The pilot and navigator occupied the normal positions, with a third crew member, the camera operator, working inside the rear fuselage.

The bomb-bay had a single Wild RC-5 (later 5a and RC-8) camera mounted aft, and an additional range-extending fuel tank was fitted as well. The camera operator entered through the rear fuselage's modified access hatch, with an emergency access hatch on the port side, and a set of portholes in the wooden fuselage to provide limited illumination. Because of the rear compartment being outside the B.35 model's pressurised crew compartment, Spartan operated the aircraft without the pressurisation system in action, and with the crew breathing low-pressure oxygen throughout the flight and sometimes before take-off and between sorties to mitigate 'the bends' (bloodstream gasses bubbling at altitude). Additionally, the discomfort from cold and the engine's noise (no flame dampers were fitted, and the exhausts were just outside the cockpit) was extreme. Another issue



*The first registered de Havilland Mosquito for Spartan Air Services, CF-HML, formerly VR796, seen in April 1955 before the full rear fuselage modifications had been carried out. Now owned by Bob Jens, this is airworthy again in Canada. [RuthAS]*

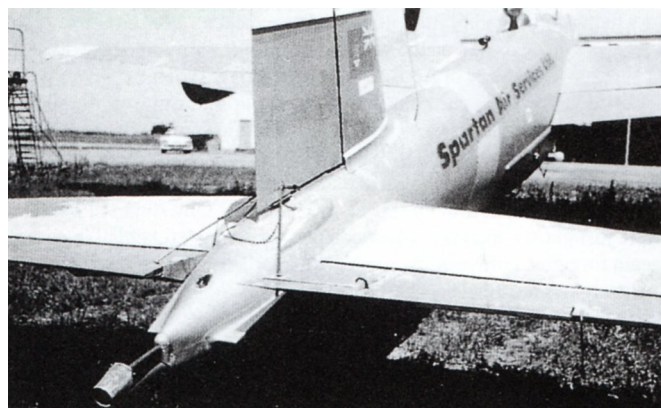
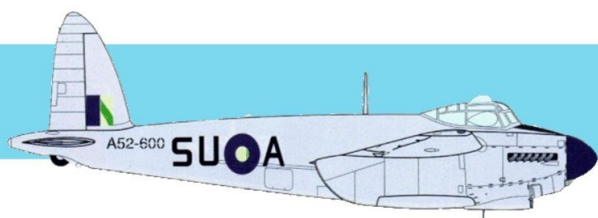


*Left to right: Navigator Ray Lachance, pilot 'Mac' MacIntosh and camera operator 'Ed' Koztsko make up the crew of CF-HML at Frobisher in 1958. Note that only Mac' is in flying kit and is wearing a parachute. [Ray Lachance]*



*Crew consult their map before the next sortie. Much of their work took place in Northern Canada, with very few distinctive features. [Ray Lachance]*





*The drogue for the trailing aerial with the former bomb bay fuel tank jettison immediately below. [Paddy Gardiner]*



*A WILD RC5 aerial camera. Of Swiss origin, it used an 18cm square roll film negative system. Only 130 of these were made between 1944-1956. [www.leicashop.com]*



*The white-painted glazing is evident above the pilot here, as is the low-pressure oxygen system. [Ray Lachance]*

was the camera operator's isolation. He was at risk with an altitude oxygen failure of brain damage in 30 seconds and death within minutes, so regular communications – even if only a microphone click every two minutes – were mandatory.

The military use of photo mapping during W.W.II was usually long range flights to an objective to take a limited number of images of a target area or battlefield. Excepting catch up 'fill in' photo work, most of the Spartan tasks were to deploy to a remote base and then to extensively map a huge area designated.

The crew flew at 30,000 feet, climbing to the height in about 25 minutes. A typical sortie lasted around four hours, usually scheduled within a six hour period around midday when the shadows were shortest, but sometimes, to grab good weather, the day might include two 5 ½ sorties in one day, staying on the ground only long enough to refuel from the hand pumped 44 gallon drums. The highest single sortie achievement was 1,089 line-miles of coverage. In the Canadian north, the flying season was usually from April to September, when the snow was limited, and this could be shortened further if the government requested the work be done when the trees weren't in leaf.

Later on, Spartan operated all the way through the Americas, including in Mexico, the Dominican Republic and Columbia, and even a job in Kenya in Africa as well. A foray in Argentina was frustrated initially by politics, but the crews found operating in warmer climes was actually beneficial at altitude.

Providing a contrast to the Canadian civil operation, as we know in Australia, the RAAF's PR.XVI Mosquitoes mapped a significant area of Australia. As a consequence, several preserved Mosquitos in Australia and Canada survive because of their role in mapping these two vast, desolate land-masses.

#### **View From The Office...**

The camera operator sat alone in the rear fuselage with only a couple of portholes for light and an intercom connection with the crew. The pilot had a modified, more comfortable seat and no seat armour, and the upper canopy was painted white to mitigate glare, but otherwise the position was standard Mosquito. The navigator, who directed the mapping task sat next to the pilot on take-off, but lay prone in the nose looking out of the modified one piece nose bowl while they were photographing.

#### **I was there...**

##### **Pilot Al MacKnut's emergency in Mosquito CF-HMR**

"The feathering system started to function normally, the rpm dropped to 1,000, and then suddenly increased to a very high rate. I went from a feathered prop with an engine ticking over slowly... right into an absolutely flat pitch! The aircraft turned 90 degrees in seconds, a terrifying experience. The port prop changed speed so quickly, it sheared the rivets that held the spinner on. The spinner continued forward for about six feet during the yaw and then came right back as the aircraft flew into it - hitting the propeller, deflecting off and then damaging the



port drop tank. It was very frightening to sit there a few feet away from it."

**After his crew of navigator Vince Kluge and camera operator Barry Cox had bailed out, MacNutt added:**

"I prepared to bail out but it wasn't that simple, the minute I let go of the controls, the aircraft rolled, it took brute strength to hold it level. As soon as I left the controls to reach the bottom hatch, the aircraft rolled upside down. I tried this two times only to be left banging around the cockpit and losing 5,000 feet each time. There wasn't much altitude left. The safest thing was to fly, I had no other option."

### Visit to a Spartan Mozzie Rebuild

In 2018, on a hot, humid day, my wife and I were given a personal tour of the de Havilland Mosquito CF-HMS at the Bomber Command Museum of Canada premises in Nanton, Alberta, Canada by Curator Karl Kjarsgaard. The Calgary Mosquito Society are restoring a photo-mapping Mosquito, just like A52-600 at Point Cook – some of it seemed very familiar.

As the Calgary Mosquito Society web page states: "In 2010 the Calgary Mosquito Society entered into partnership with the Bomber Command Museum of Canada. The museum's gracious agreement includes the use of shop space, specialized tooling and their member's expertise in exchange for allowing visitors the opportunity to see a de Havilland Mosquito and Hawker Hurricane up close and 'in the flesh.'"

Their mission is "To serve as stewards for the de Havilland DH.98 Mosquito, RS700/CF-HMS, owned by the City of Calgary. Our plan is to preserve this important piece of Canadian peace-time aviation history, restore it to static condition as it was when operated by Spartan Air Services in the 1950s and to create materials that will educate the public on the Mosquito aircraft and role aviation has played on the exploration of Canada."

### Want to know more?

A comprehensive story of the Spartan operations by Robert M Stitt is in *Air Enthusiast* No.75. Robert is researching the company history and would be interested in any further information via the editor. Sadly none of the surviving Spartan Mosquitoes have been preserved in Spartan livery, though, as noted several survivors are ex-Spartan machines. The Wild camera image is courtesy [www.leicashop.com](http://www.leicashop.com). Al MacNutt's story is reproduced on [www.Mozzie.org](http://www.Mozzie.org) originally from Norm Malaney. Thanks also to Kim Ingram of Victoria Air Maintenance Ltd, Paul Lachance, and Richardo Martin Lezon.

For the 2018 visit to Nanton, much more online at the [www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca) and <http://www.calgarymosquitosociety.com>. Many thanks to Curator Karl Kjarsgaard of the Bomber Command Museum of Canada and Project Manager of Halifax 57 Rescue for the tour and insight!



*The fuselage of CF-HMS, a VERY similar sight to the A52-600 team's experiences! [All photos James Rightly]*

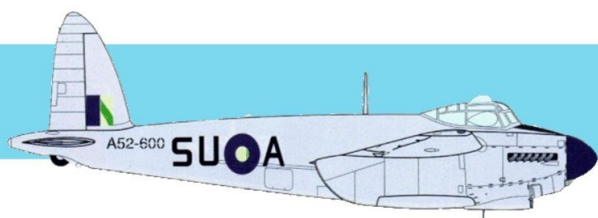


*The ORIGINAL door of -HMS was donated to the project recently, a great surprise to the team.*



*The as-yet unrestored wing. Unlike A52-600, this one is complete, though deteriorated.*





# AGM 28

*Reports of AGM 28 held on 16th August 2020*

**The Mosquito Aircraft Association of Australia Inc.  
Minutes of the 28th Annual General Meeting  
held via Zoom Internet Session  
on the 16<sup>th</sup> August 2020**

President's Welcome:

Bob Stevens opened the meeting at 10:00 and welcomed those who had joined the online session. The names of members who had died during the past financial year, **Lyn King, Don Taylor, Glyn Powell and Brian Fillery** were recorded. Due to the CoVid 19 lockdown in Melbourne this year's AGM was conducted via an online Zoom session.

Present online:

David DEVENISH (via Zoom)  
Peter LEWIS (Zoom)

Ron GILLIS (Via Phone)  
Bob STEVENS (Zoom)

Noel JONES (Zoom)

Proxies held by the President from:

Terry BURKE  
Ken COX  
Richard ELLEMOR  
John HAMILTON  
Betty RAY  
Fiona SHANAHAN  
Jim WOOD

Gayle CLARKE  
Peter CRIBB  
Bill GIBSON  
Wendy LOBB  
Ian RAY  
Jeff TRAPPETT

Graeme COATES  
Scott CUNNINGHAM  
Ian GLENDINNING  
Ray POULTER  
Geoff REES  
Les WHALEY

All proxies agreed to accept all items to be presented at the AGM as detailed in earlier correspondence distributed to all membership.

Minutes of the previous Annual General Meeting:

The minutes as distributed were accepted.

President's report:

BS précised his distributed report, thanking the volunteers and membership for their perseverance and support over the year.

Election of a new committee:

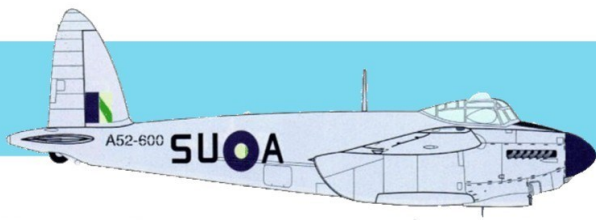
Nominations and acceptance were gathered via email for the new 2020-2021 Committee. All positions were declared vacant. As there were no elections to be contested, the incoming Committee for the new financial year is:

President:	Bob STEVENS
Vice President:	Peter LEWIS
Secretary:	Bob STEVENS
Treasurer:	Bob STEVENS (Bulletin, Membership and Web)
Committee people:	Terry BURKE (Past President)
	Graeme COATES
	Pat DULHUNTY (Restoration Research)
	Ron GILLIS (Restoration Coordinator)
	Eddie WASSENAAR (Merchandise)

The Committee has an opening for another person on the Committee. Members who are not necessarily from Melbourne who are willing to participate via a Zoom meeting would be most welcome.

Membership report:

BS précised what was within the President's report.



Financial report:

BS précised what accompanied the President's report.

Cash at hand is still increasing although the loss of membership has impacted the income from subscriptions and donations. At year end the Association had a surplus of \$6,657.15.

Merchandise report:

BS précised what was within in the President's report.

Restoration report:

RG précised distributed report.

Web report:

BS précised what was within the President's report.

Annual fees:

Fees to remain at \$25.00. Accepted by all attending the meeting and via proxies.

General Business:

BS sought acceptance of four members to be awarded Honorary Life Memberships.

TB's citation:

*"In recognition of his distinguished service to the Mosquito Aircraft Association of Australia over a 17-year membership supporting and promoting the aims of the Association. Terry has served 15 years on the Committee including eight years as President of the Association. His assistance and guidance to those Committees and to the general membership in interpretation of technical drawings and related issues has been invaluable and exemplary."*

*Terry continues to be a driving force in our Association. He has materially advanced the cause of restoring and preserving ex-87 Squadron RAAF de Havilland Mosquito PR Mark XVI A52-600."*

DD's citation:

*"In recognition of his distinguished service to the Mosquito Aircraft Association of Australia over an 18 year period, through his support and promotion of the aims of the Association, his Committee service and many hours of gathering items from around Australia to create invaluable historical documentation as the Association's Archivist."*

*David continues to be a driving force in our Association; he has advanced the cause of restoring and preserving ex-87 Squadron RAAF de Havilland Mosquito PR Mark XVI A52-600."*

GC's citation:

*"In recognition of his distinguished service to the Mosquito Aircraft Association of Australia over a 21-year period, through his support and promotion of the aims of the Association, his Committee service and countless hours of digitisation and cataloguing of Mosquito drawings and photographs."*

*Graeme continues to be a driving force in our Association; he has advanced the cause of restoring and preserving ex-87 Squadron RAAF de Havilland Mosquito PR Mark XVI A52-600."*

RL's citation:

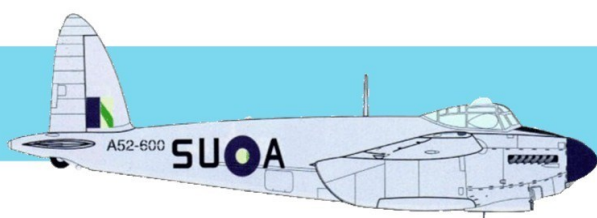
*"In recognition of his distinguished service in the restoration and preservation of the former RAAF Base, Coomalie Creek, Northern Territory, Australia."*

*Richard has been instrumental in maintaining the spiritual home of two important units of Australian military history: the long-range intelligence gathering of RAAF No. 87 Squadron's photoreconnaissance De Havilland Mosquitoes, the tactical response ground attacks of RAAF No. 31 Squadron's Beaufighters against enemy positions during World War 2, his support of the Mosquito Aircraft Association of Australia."*

Accepted by all attending the meeting and via proxies. NJ congratulated all the recipients for their dedication to assisting the MAAA and recording and protecting heritage documentation and sites.

BS thanked everybody for their time and participation and Zoom closed the meeting at precisely 10:30.





## Annual General Meeting Sunday 26th July 2020

### End of Financial Year (2019 - 2020)

#### Balance of Accounts

Income		YTD	Expenditure		YTD
Subscriptions		\$1,725.00	Photocopying		\$245.30
Donations		\$2,495.00	Postage		\$141.40
Merchandise		\$838.00	Stationery		\$241.10
Interest Received		\$3,004.64	Merchandise		\$184.80
			Restoration		\$100.00
			Donations		\$0.00
			Advertising		\$0.00
			Internet		\$15.95
			Misc Purchased Items		\$442.90
			Bank Charges		\$34.04
			sub total		\$1,405.49
			Operating Surplus		\$6,657.15
		\$8,062.64			\$8,062.64

#### Reconciliation

Start of Financial Year	
Cash at hand	\$127,761.14
+ Income to date	\$8,062.64
- Expenditure to date	\$1,405.49
Total Funds Available	\$134,418.29

#### Westpac Accounts

End of Financial Year	
Main Account	\$4,418.18
Term Deposits	\$130,000.11
Total Funds Available	\$134,418.29

#### Membership Report

as at 01/07/2019

77

additions

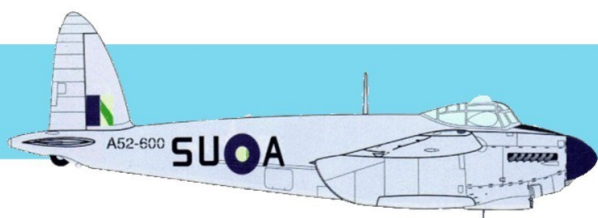
New members	4
Recovered from lapsing	4

loss

Deaths	-4
Resignations	-1
Mail Returned	0
Lapsed	-2

as at 30/06/2020

78



## **MAAA President, Secretary, Treasurer, Membership, Merchandise and Webmaster's report for 2019-2020**

Well another financial year has rolled by with a good half-year's work on A52-600. Many thanks to committee members Terry Burke, Pat Dulhunty, Ron Gillis, Peter Lewis, and Eddie Wassenaar for their continued work at Point Cook. These MAAA members were also ably assisted by member David Devenish, Barry Douglas and some 13 non-member volunteers on different occasions who have given their time and expertise to all facets of the restoration.

As you will realise, we have all been locked out of the RAAF Museum for five months, so the first week back will be to find everything under a blanket of dust!

I can report the Association made a surplus of \$6,657.15 for the financial year, giving us a bank balance of \$134,418.29. This surplus was mainly interest on invested funds and donations, this was also enhanced with a large merchandise sale towards the end of last year, thanks to Eddie and a magnificent purchase by long-time member Bill Gibson. Many thanks Bill.

Our membership numbers continue to decline as about ¾ of the original 300 membership were involved with the RAAF and Mosquitos during and after the war. We have 3 members left in this category. Our numbers are now in the late-70s and falling.

Ron Gillis (our Restoration Manager) has been producing very informative reports during the year about progress on A52-600 and they are all available on our website at [www.aussiemossie.asn.au](http://www.aussiemossie.asn.au). They are well worth a read. His latest report will also be tabled at this AGM.

Thanks to Pat Dulhunty for his many days at Point Cook as the resident Mosquito research assistant. He has mastered the computer reference system with its myriad of information and is certainly the 'go to' man for all.

David Devenish has been beaver away in the background classifying the puzzle of assorted parts and sub-assemblies. He, together with Pat have created a database containing details of the part's health, restoration history and location in the warehouse.

Terry has had consultations with member Graeme Coates and restoration guru Ron Gretton OAM about the next major project, a wing. We will be consulting with the RAAF Museum on this subject in the near future.

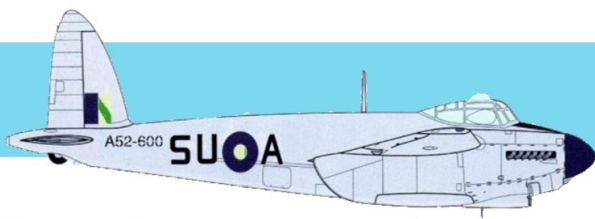
Peter and Eddie focussed on the main landing gear, sourcing missing parts and restoring serviceable assemblies, so we now have complete port and starboard sets. One MLG is hanging from a stand and the other one is ready for assembly, in sealed plastic bags.

Once again thanks to the committee/volunteers and the rest of our membership who continue to support the aims of our Association for another year.

Bob Stevens.

President MAAA





RESTORATION COORDINATOR'S REPORT AGM 28 Sunday 26<sup>th</sup> July 2020

By Ron Gillis

Work has continued de-skinning the outer layers of timber ply, spruce and balsa to remove the old failed glue on the Mossie fuselage lower & underside surface by the Wednesday team. Old outer ply & balsa wood has been removed from the fuselage on the lower outer sections of the starboard & port side forward of the new tail segment and around the rear access hatch up to bulkhead #4. New balsa wood and structural spruce stiffening will be glued in place between bulkheads #6 and #4 in readiness for the outer ply sheets to be glued on. New reinforcing timber banding strip has been glued in place at the location of bulkhead #5. (See pic below)



Similarly, repairs are continuing reconstructing the missing 1/3 lower end of the trailing antenna, which had been cut off to allow access to a hard point to support the fuselage. For details refer previous reports.

Restoration of the pilot's seat is continuing. Some missing components and safety webbing is required to complete the seat. (See pic Below)

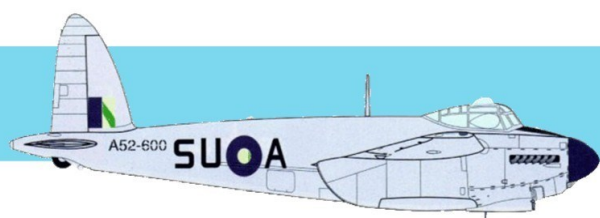


Peter and Eddie are cataloguing the restoration of both main undercarriage assembly components.

Work continues with the restoration of the tail wheel mud guard and its support structure by Ron Gretton. (See pic below)



Progress continues with the restoration of the tail elevators and trim tabs by Ron Gretton, John McCrystal and Bob Tomlin and other volunteers. One elevator has been re-assembled with new rivets and sent to the paint shop for under coating. (See pic below)



RESTORATION COORDINATOR'S REPORT AGM 28 Sunday 26<sup>th</sup> July 2020

By Ron Gillis



Restoration continues with the wing ailerons by Ron Gretton, John McCrystal and other volunteers. The missing aileron trim tabs will be built from scratch as the appropriate drawings have been found. (See pic below)



Restoration of the wooden wing flaps and torque tube control mechanisms is progressing at a great pace by Ron Gretton. (See pic below)



New nosing ribs being developed for each flap unit. (See pic below).

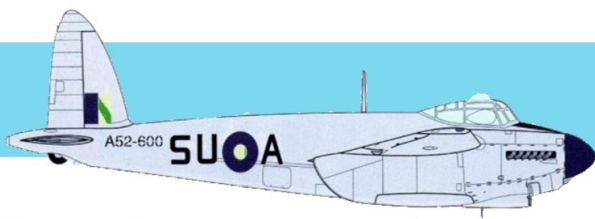


Minor repairs are completed on the trailing edge of the Rudder frame and the corroded top aluminium cover that surrounds the rudder mass balance. (See pic below)



Both upper sections of the engine firewalls have been dismantled, repaired and or had corroded components rebuilt, and now are painted and re-assembled. A misalignment of a pipe flange fitting on both bulkheads was discovered and has now been dis-assembled and correctly re-installed. Both units will require installation of fire proofing materials for completion. This is great work by Lindsay McKee and John McCrystal. (See pic below).





RESTORATION COORDINATOR'S REPORT AGM 28 Sunday 26<sup>th</sup> July 2020

By Ron Gillis



Drawings have been located to begin the restoration of the Navigator's armour plate and the search goes on for details of the Navigator's seat.

Ongoing cataloguing of the contents of the Mosquito storage racking by David and the MAAA team, including identifying surplus mossie parts suitable for trading for missing parts if required.

A valuable find by David of 3 complete port and starboard wing tips along with the aircraft's original badly damaged wing tips. These will be put into storage until needed. (See pic below.)



Following discussions with the RAAF Museum's Director, Mr David Gardner, about what space would be required to rebuild the Mosquito wing in the Restoration Hangar, the committee set about measuring up the current Mosquito work area. The

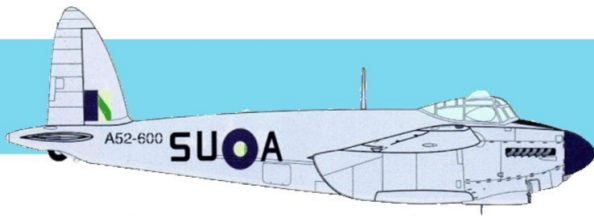
result of this is 3 scaled drawings of the hangar showing the current layout and 2 'Options' showing the space required to build the wing. This will be an agenda item for the next committee meeting. (See attached sample drawing pic.)



Clean up / reconfiguring by Bob of our major computer parts data inventory continues.

"Safe Working", and thanks for your continued effort. ☺





# Bristol Perseus Engines

Advertisement from 80 years ago

Advertisements

AUGUST 23, 1940

## FITTED WITH "BRISTOL" PERSEUS SLEEVE-VALVE AERO-ENGINES

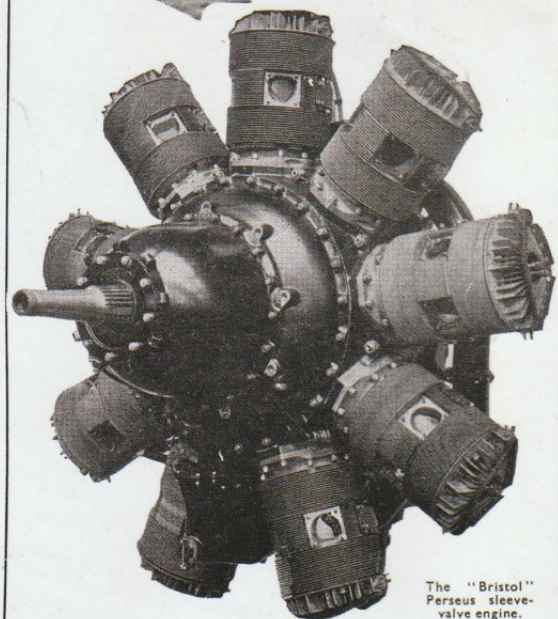


### British Transatlantic Air Mail Service Resumed.

"Clare," the Empire Flying Boat which opened the Transatlantic air mail service on August 4th between Britain and America, and "Aotearoa," which inaugurated the Trans-Tasman air service on April 30th, thus completing the final link between New Zealand and Great Britain, together with their sister ships of the fleet, are all powered by "Bristol" Perseus 900 h.p. sleeve-valve aero-engines.

*Bristol*

THE BRISTOL AEROPLANE  
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The "Bristol"  
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