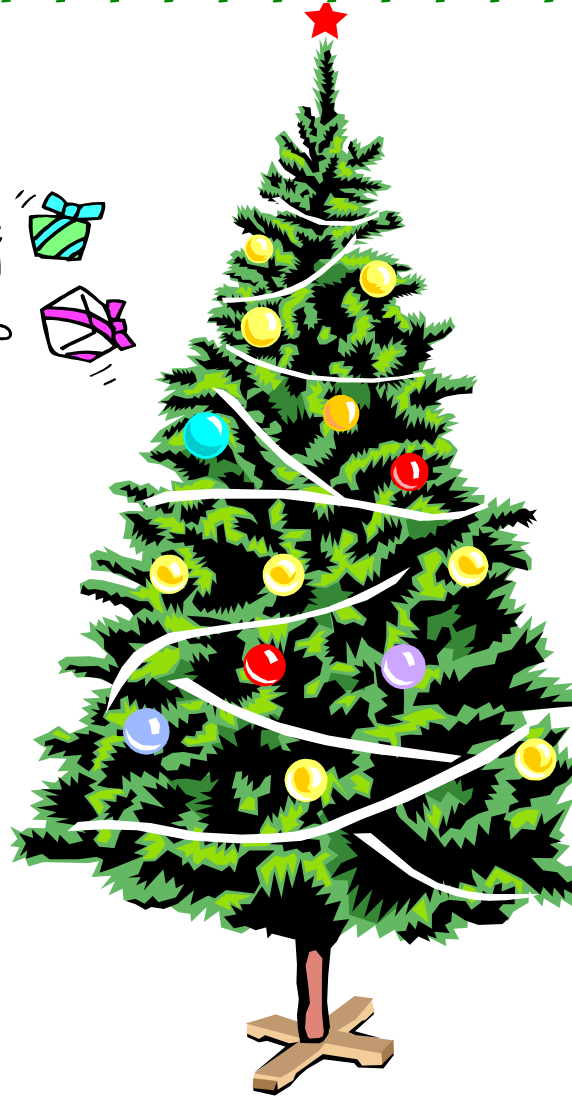


# The Aussie Mossie



**Wishing All Our**

**Readers A Very Merry**



**Christmas And A Happy,**

**Prosperous New Year**

## A52-600 Restoration Project

As the year draws to a close, its great to look back and see that this has certainly been the most productive time for the Association and the Restoration Project, for some years.

This progress would not have been achieved without the assistance and direction of Brett Clowes from the RAAF Museum, the Project Co-ordination by Graeme Coates and

the band of dedicated members, who have regularly turned up at Point Cook to put in a good day's work, cataloguing documentation and cleaning Mossie parts.

We are certainly looking forward to moving the A52-600 fuselage into the Restoration Hangar early in 2002, now that the Walrus is being reassembled after coming back from the paint shop.

It is hoped that when the real restoration work gets underway, our workforce will increase in number and progress will surge ahead.

Please mark in your diary to come along at least once a month, to complete A52-600 before too many of her flight crew and ground staff, "fall off the perch".

## More for the History Books...

This memo was attached to Tom Baird's subscription renewal:

Hi, with reference to Page 10 in the last Bulletin titled "First and Last Raid in WWII" by Brian Fillery -

The first "raid" was actually on 3rd September 1939 by 139 Sqdn to find the German ships in harbour. It was so cold the camera froze!. The pilot returned early on 4th September, having found the ships, radioed back and the "bombing raid" then went ahead.

The second last raid was on 30th April 1945 by 139 Sqdn – with Pathfinder Mk16 Mosquitos on Keil. It was undertaken using the H2S radar system, but no opposition was encountered, just a lot of fireworks! I was a F/O at the time and my navigator was F/Lt Dick Burgess DFC. I am glad to have survived.

Happy days,

Tom.

### Patron

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

<b>President:</b>	Roy Urand	61 (0) 3 9770 0087	RCUrand@bigpond.com
<b>Vice President:</b>	Alan Middleton	61 (0) 3 9523 9774	ALMid@bigpond.net.au
<b>Secretary/Treasurer</b>	Bob Stevens	61 (0) 3 9800 4364	RSteven1@bigpond.net.au
<b>Assistant Editor</b>	Alison Stevens	61 (0) 3 9800 4364	Little_Ali4@hotmail.com
<b>Restoration Project Coordinator</b>	Graeme Coates	61 (0) 3 9428 2324	CoatBeam@melbpc.org.au
<b>Oral History Project Coordinator</b>	Reg Spooner	61 (0) 3 9466 8158	

The MAAA Mailing Address: 32 Clarke Crescent

**WANTIRNA SOUTH  
Victoria, Australia 3152**

## A Generous Donation to the Association

Our Association member and artist, Max Ordinall was inspired by an article in a previous Bulletin about the No 87 Squadron's song – "The Gremlins".

From the song, he felt the mixture of loneliness, isolation and sense of altitude at which the PR Mosquito and it's aircrew would operate for long periods of time during service in World War II.

He decided to create his work of art to try and depict this image conjured up by the song and to roll the Association's main reason for being - our A52-600 into it.

Max has generously donated his painting to the Association and dedicated it to all those men who flew and maintained

her.

The painting will be held by the Association for the time being and will be later presented to the Museum for posterity and viewing by the general public when A52-600 has been restored to her former glory.

The Association sincerely thanks Max for his thoughts and generosity.

If you wish to also support Max, a pamphlet is enclosed giving details of how to become the owner of a limited print of his original print entitled:

**"The Aarhus Mosquitos"**



***You know you're getting old when:*** your hair turns white from worrying about the grey hairs.

## Operation Jericho - The Jailbreakers

by Gerald Coulson G.Av.A

During January 1944, information was received in London that over 100 loyal Frenchmen were being held in the jail at Amiens, France, awaiting execution for their efforts in the allied cause; some had been condemned for assisting allied airmen to return to England after being shot down over France. Several attempts by the Resistance had already been made to release them but all had failed. Leader of the local Resistance, Dominique Ponchardier, requested an urgent airstrike to break open the prison walls - even at the risk of killing some of the patriots - at least they would have a chance to escape rather than certain death by firing squad.

The RAF accepted this exacting task and Mosquitos from Basil Embry's 2 Group were chosen as the aircraft most likely to achieve success. The raid, code-named **OPERATION JERICO**, was post-

poned several times in mid February due to foul weather and was rescheduled for mid-day on the 17<sup>th</sup> February. Thick cloud and snowstorms again ruled out any attempt that day. The executions were to begin two days later. The following morning produced the same atrocious weather but now it was a "do or die" show. The aircrew from Britain, Canada, Australia, New Zealand and France met to consider the plan - everyone wanted to go!

At 10:55 hours on the 18<sup>th</sup>, with snow still falling, 19 Mosquitos took off from RAF Hunsdon and one by one disappeared into the murky sky, hoping to meet up with their Typhoon escort over Littlehampton.

Once over the Channel the weather improved but already two Mosquitos from 21 Sqn. Aborted due to the weather and two Typhoons of 245

Sqn. Aborted due to fuel problems. The remainder of the force descended to sea level and set course for Amiens via a specially planned route.

Once over the Continent, the Mosquitos hugged the contour of the snow covered French countryside, no higher than treetop level. They avoided power lines, trees and flak batteries. Approximately 10 miles from the target, 487 Sqn. Second flight leader's port engine caught fire. Flt. Lt. 'Tich' Hanafin extinguished the flames. As timing over the prison was critical, he had no choice but to leave formation and turn for home on one engine. The main force had meanwhile swept around to the south of Albert and picked up the target marker, the long straight road to Amiens lined with tall poplars would take them straight to the prison, located on the town's outskirts.



## Operation Jericho - The Jailbreakers – cont'd

Descending to 10 feet and tightening formation, the slipstream from their propellers creating a snowy wake behind them. The poplars suddenly petered out, and there, a mile ahead, the great dark mass of Amiens prison stood out against the fresh snow. The Mosquitos split up and attacked in four waves from two directions, hitting the prison at 12:01 hours, while the guards were in their quarters at lunch.

First to attack were the five Mosquitos of 487 Sqn. (New Zealand), led by Wg Cdr. IS. Smith. Their task was to breach the 20ft high, 3ft thick outer wall at the east and north sides of the prison. Following closely were the five Mosquitos of 464 Sqn. (Australian) and a sixth aircraft from 487 piloted by Gp Capt CP. Pickard. Led by Wg Cdr. Bob Iredale, they were to open the main building and destroy the guards quarters at the east and west ends of the prison. The cell doors would be sprung open by concussion from the bomb blasts, allowing the prisoners to escape.

Escort over the target was provided by eight Typhoons of 174 Sqn., while the remaining six Typhoons of 245 Sqn. Covered Wg. Cdr. I.G. 'Daddy' Dale's four Mosquitos from 21 Sqn. They orbited 10 miles to the north, waiting for the signal to attack if the previous two Squadrons had failed. If so, Dale's orders were to destroy the prison entirely, as the Resistance would rather die from British bombs than Nazi Bullets.

One of the RAF's most celebrated airmen was overall commander of the raid, Gp. Capt. P.C. Pickard. He was the

last over the prison - just seconds before the delay fuse bombs exploded. Pickard remained in the area to assess the results, which were filmed by a specially equipped Film Photographic Unit Mosquito. Flt. Lt. Tony Wickham and his cameraman Plt. Off. Lee Howard flew three passes over the prison filming the results of 487 and 464's attack. Prisoners could be seen making their escape through the gaping holes in the walls and running in all directions across snow-covered fields to be spirited away by Resistance comrades who has requested the airstrike. The prearranged success signal "RED-RED-RED" was transmitted to 21 Sqn., who gratefully turned for home without bombing.

By this time, German air defences had reacted to the RAF's presence and FW-190s of II/JG26 intercepted the force who now had to fight their way home. A Typhoon piloted by Flg. Off. Paul Renaud was shot down, resulting in his capture. Pickard and his navigator, Flt. Lt. JA. Bill Broadley were not so lucky. Also lost, this time to flak, was 464 Sqn's second flight leader, Sqn. Ldr. Ian McRitchie. Wounded in 26 places, McRitchie crash landed at over 200 mph near Poix and became a POW. His navigator, Flt. Lt. R.W. 'Sammy' Sampson, was killed outright.

Limping home on one engine, Flt. Lt. Hanafin was again hit by flak, paralysing one side of his body. He was met and escorted home by his leader and made a perfect landing at a forward aerodrome, while foul weather over the Channel claimed Flt. Sgt. H.S. Brown's Typhoon.

Dominique Ponchardier sent this message to London in March 1944.

"I thank you in the name of our comrades for the bombardment of the prison. We were not able to save all. Thanks to the admirable precision of the attack the first bomb blew in nearly all doors and 150 prisoners escaped with the help of the civilian population. Of these, 12 were to have been shot on the 19<sup>th</sup> February. In addition, 37 prisoners were killed, some of them by German machine-guns and 50 Germans were also killed"

### Quotes

#### Wg. Cdr. IS. 'Black' Smith

"After four years of war just doing everything possible to destroy life, here we were going to use our skill to save it. It was a grand feeling and everybody left the briefing room prepared to fly into the walls rather than fail to breach them"

#### Wg. Cdr. Bob Iredale

"I pinpointed the guards' quarters, let go my bombs so that they would skid right into the annex, with the sloping roof of the prison inches from the belly of my plane as I climbed over it"

Each print is individually signed by 18 legendary Jailbreakers, including raid leaders:

Wg. Cdr. 'Black' Smith,  
Wg. Cdr. Bob Iredale  
and  
Resistance escapees.

Is available from:

AVIATION ART

## Vale

**RAE (Ray) Taylor**  
of  
Floreat Park,  
Western Australia

The last Bulletin sent to Ray was returned marked "Deceased" and the Association is seeking confirmation. Can someone please help?

Ray service with 1 Sqdn, Test & Ferry Richmond, Survey Sqn, 87 Sqdn Canberra and Air Arm School East Sale.

## From the Mailbag

### Tom Baird – Kiama NSW

I am a past foundation member of 87 P.R. Squadron as a navigator / bomb aimer wireless operator. I still have my old logbook.

I first flew in a Mosquito at Williamstown NSW on 13/08/1944 in A52-1008 and later in A52-2, A52-7, A52-6, A52 and A52-26 mostly on photo-reconnaissance operations to what is now Indonesia.

We either flew straight from Coomalie Creek or staged through Truscott and occasionally through Broome.

One job involved going to Christmas Island, but I was not involved personally. Most jobs took about 8 hours.

The drawing of Coomalie Creek orderly room in the last Bulletin brought back a few memories too.

### Noel Sparrow – Oxford Park Qld

The Mosquito aircraft holds a special place in my life, as I was an airframe carpenter with 87 P.R. Squadron from 1951 to 1953 then based at Canberra.

I was fortunate to go on over-

## Remember this?

Here is a bit of nostalgia from one of our members.

Geoff writes:

I recently came across the attached advertisement in a copy of the Sydney Morning Herald dated Tuesday 8 May 1945.

You may well have published the advertisement in some previous edition of the magazine, however, I forward it to you just in case you wish to use it on some future occasion.

Air Commodore  
G.I.Lumsden AM (Rtd)  
88E Excelsior Ave  
Castle Hill NSW 2154

## Great Predictions

There is no need for any individual to have a computer in their home!

Ken Olsen, President of Digital Equip-



**De HAVILLAND AIRCRAFT PTY. LTD.**  
*Australian Branch of*

**DE HAVILLAND**



## From the Mailbag – contd

seas attachments to Fiji in 1952 and Papua New Guinea in 1953. I was posted to East Sale when the Squadron was suddenly disbanded on our return from PNG.

I attended the MAAA reunion at Richmond in 1993 and was saddened to see the old plane.

Point Cook holds special memories for me also as I was stationed there in 1956 with the Maintenance Squadron working on Wirraways and while there I met a lovely young WRAAF who later became my wife. It was said that some service marriages don't last, but Edna and I have been happily together for nearly forty-five years with three children and eight grandchildren.

With a bit of luck I may get back to Point Cook one day and see A52-600 once again.

## New Members

The Association extends a warm welcome to the following two new members:

**AW (Alan) Ramage**  
of  
34 Nichols Street  
Goulburn  
New South Wales

and

**JF (Jim) Wood**  
of  
Benalla  
Victoria

## Can you help Brian?

Does anyone have a copy of the following book? If so could they photocopy it or lend it to me so I can copy it?

It is now out of print and unobtainable.

AIRCAM AVIATION SERIES N° 28 - De HAVILLAND MOSQUITO  
in RAF - FAA - RAAF - SAAF - RNZAF - RCAF - USAAF – FRENCH & FOREIGN SERVICE.

Published by: Osprey Publishing Limited, England  
Editorial office: P.O. Box 5, Canterbury, Kent, England  
Compiled by Richard Ward  
Text by Francis K. Mason  
1972

Brian J. Fillery  
Phone - (07) 3357 7333  
Email - bfillery@gil.com.au  
32 Byrne Street, Windsor, Qld, 4030.  
-----

I need the book to help complete a file on the website that lists every (?) mention of individual Mosquito aircraft in books. This is done as Photo, Text, Diagram and Picture Caption. Very handy for anyone looking up individual aircraft. A partial one is already on the site.

I am also attempting to get a picture of the Molins gun for my Tsetse article but they are hard to find.

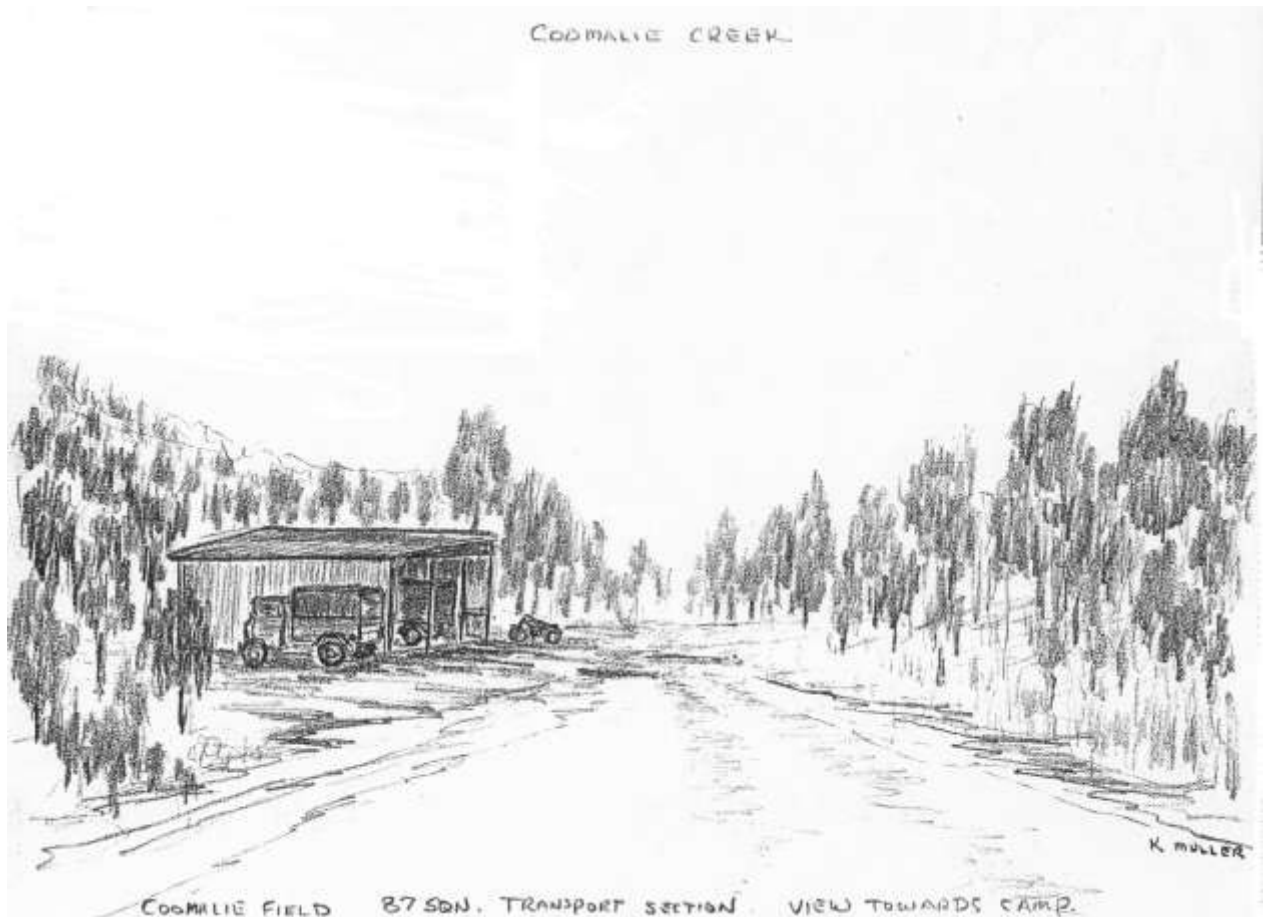
By the way you might want to look at Mosquito, A Pictorial History of the DH98 by Philip Birtles. It has excellent coverage of the construction and could be useful during the rebuild. Of course we are only doing one!

***You know you're getting old when:*** your mind wanders and forgets to come back.

## Transport Section at Coomalie Creek

Here is the second pencil drawings by Association member Keith Muller of Penrith, NSW.

The previous drawing of the Orderly Room stirred a few memories with comments being placed on the returning Subscription Renewal slips.



## Request for Information

I am writing to obtain information about the possible use of Mosquito bombers over Warsaw (and in particular Gestapo HQ) during the later stages of WWII, for a contact of mine. Was this the case or am I being confused by the Oslo campaign?

If so, was it manned by Australians, were Australia Mosquitos employed and what was the squadron? Brief details by email would be fine.

Many thanks,

David Lake

Mobile 0428 331 300  
 (Lismore NSW) Phone(02) 6621 6003 & Fax(02) 6622 1296  
 (Fortitude Valley Qld) Phone(07) 3852 1444 & Fax(07) 3252 5548  
 email:<d.a.lake@bigpond.com>



## Express Yourself

Here are some actual maintenance complaints submitted by pilots and the replies from the maintenance crews:

- Problem: "IFF inoperative."  
 Response: "IFF always inoperative in OFF mode."
- Problem: "Friction locks cause throttle levers to stick."  
 Response: "That's what they're there for."
- Problem: "The autopilot doesn't."  
 Response: "It does now!"
- Problem: "Evidence of leak on right main landing gear."  
 Response: "Evidence removed."
- Problem: "Suspected crack in windscreen."  
 Response: "Suspect you're right."
- Problem: "Number 3 engine missing."  
 Response: "Engine found on right wing after brief search."
- Problem: "Aircraft handles funny."  
 Response: "Aircraft warned to "Straighten up, Fly Right, and Be Serious."
- Problem: "Target radar hums."  
 Response: "Reprogrammed target radar with words."
- Problem: "Mouse in cockpit."  
 Response: "Cat installed"

Just keep those anecdotes  
 And  
 short stories rolling in  
 – the Editor is eternally grateful.

## How to Survive a Heart Attack When Alone

by Brian Hall OAM

Many people are alone when they suffer a heart attack?

What can you do?

Without help, a person whose heart stops beating properly begins to feel faint and has about 10 seconds left before losing consciousness.

However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough and the cough must be deep and prolonged as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every, two seconds without letup until help arrives, or the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep blood circulating. The squeezing pressure on the heart also helps it to regain normal rhythm. In this way, heart attack victims can get to a phone and between breaths, call for help. You'll be giving yourself CPR with this technique.

Tell as many other people as possible about this, it could save their life.

A woman was the self appointed judge of the village morals and she accused a village workman of being a no-good drunk because she had seen his car parked outside the local pub all day. The workman didn't argue. He just parked his car outside the woman's home all the next night!

## The German V1 "Doodle-bug" Flying Bomb

Once again the Editor wishes to thank Brian Fillery for another of his regular contributions to the Bulletin

The V1 was known as the doodle-bug or buzz bomb in England. It was part of the *Vergeltungswaffe* or Retribution series of weapons. There were 3 of these weapons - the V2 rocket and the V3, a long distance gun which was never finished. They are sometimes mistakenly called the Vengeance weapons.

The official German name for the V1 was the FZG76. The initials stand for *Flak Ziel Gerät* which means Anti-aircraft Target Apparatus. This cover name was chosen to disguise its real purpose. However the initials could also stand for *Fern Ziel Gerät* which means Long-range Target Apparatus which is exactly what it was.

It was developed by the German army at Peenemünde during 1942 which caused some concern in the Luftwaffe who considered themselves solely in charge of flying machines.

The development was inspired by the Argus pulse-jet engine which first flew in April 1941. The airframe, the Fieseler Fi 103, was developed by the Fieseler Werke at Kassel. It was first flown from a Focke-Wulf FW220 in December 1942 and the first launch of a powered missile, also from an aircraft, took place on Christmas Eve.

The first tests were not very satisfactory as the missile only managed to travel 1,000m (1,100 yds). This led to modifications and eventually to the fitting of a guidance system. Then the wings fell off whenever the missile changed to level flight. After much work the project was deemed very hopeful in March 1943 and so launching sites for the V1 were set up in France.

It was the construction of these sites, which looked like ski ramps, that first alerted the Allies. Then in November 1943 a set of photographs taken by a Mosquito over Peenemün-

de showed a tiny aircraft sitting on the end of a similar ramp. This tied in with lots of other reports about a German flying bomb.

The external casing of the FZG76 was of welded 16 gauge mild steel. The covering for the tail unit and controls was lighter and rivetted to 22 gauge pressed steel ribs. In most cases the workmanship was of a very poor quality. The nose was an alloy cone and had a small propeller that controlled the length of the flight.

In the nose was a hollow wooden ball which contained the compass and provided vibration mountings and was anti-magnetic. Before each flight the compass and the missile itself had to be 'swung'. This was done by aligning the missile with the target and then beating on the outside with mallets thus realigning the magnetism of the steel so it would not affect the compass.

Just behind the compass was the warhead of Amatol, a high blast explosive. It was activated by two fuses connected to two impact switches - one in the nose and one in the belly. It is possible that time fuses were also fitted to some missiles.

Then came the fuel tank containing 640 litres (140 gallons) of *B-Stoff* or petrol. Just behind this were two cast iron compressed air bottles with a pressure of 900lbs per square inch (61.24 atmosphere) which, through reduction valves and activators, controlled the elevators and rudder. Also in this area were the gyros, fuel pump, dry battery, and the barometric altitude controls. The barometer was designed to make the missile fly above 300 meters (980ft) and below 2,500 meters (8,000ft) although few made it over the Channel within specifications.

The wings were built with steel ribs and covered with iron sheet although many had

## The German V1 "Doodle-bug" Flying Bomb – cont'd

wooden wings with steel tips. The wings were fitted to a main spar which ran right through the missile and were later fitted with sharpened steel cable cutters as a defence against barrage balloons.

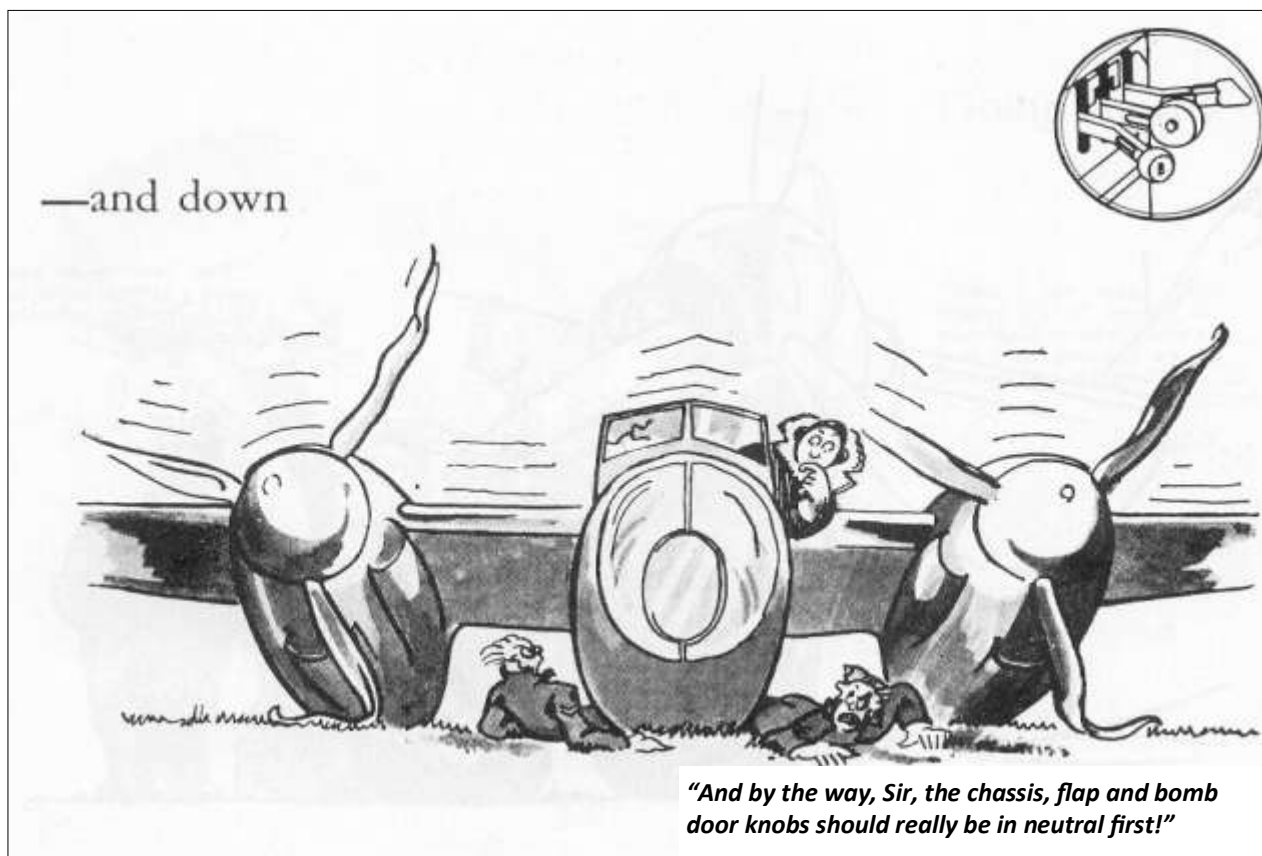
The Argus As 109-014 Rohr motor was a pulse jet. The fuel was forced into the engine by compressed air and fed to three banks of atomisers with three nozzles in each. At the start of the flight the fuel-air mix was detonated by a single sparkplug. Once the missile was moving air entered through a series of metal flaps which closed when the fuel explosion took place and then opened to admit more air. The burning exhaust gases passed through a venturi system which gave forward thrust. There was enough flame left in the venturi to ignite the next batch of fuel so, once started, the engine was self firing. This is what gave the doodle-bug its characteristic, 42 strokes per second, engine sound which was a rather like a bad-

ly tuned motor cycle.

Some doodle-bugs carried a small radio transmitter and trailed an aerial behind them. The simple transmitter was capable of sending morse code in the 500 kHz band and it is thought that this was done so they could be tracked by direction finders.

The wood and steel launching ramp was 48 meters long (150ft) aimed in the direction of the target. A piston in a sealed tube was used to launch the missile up the inclined ramp at a speed of about 241 kph (150mph). The piston was propelled by steam created by mixing hydrogen peroxide with potassium permanganate (*T-Stoff*) in cylinders attached to a small trolley. When the missile was launched the piston, of which only two were provided, flew some distance away and were recovered for subsequent launches.

The target was generally London but many of



## The German V1 "Doodle-bug" Flying Bomb – cont'd

the south and east coast cities, and even several European ones, felt the brunt of the V1 attacks.

The FZG76 was 7.7m (25ft 4½in) long with a wingspan of 5.3m (17ft 4½in). The fuselage was 0.838m (2ft 9in) diameter and it weighed 2,180kg (4,796lb). The warhead was 850kg (1,870lb) but this was later reduced to 454kg (1,000lb) in favour of an increased fuel capacity.

Once launched, and at its flying altitude, the doodle-bug had a speed of about 654kph (400mph) in level flight which was faster than most fighters of the time.

Assuming it was not shot down, had crashed, or run out of fuel it was designed to crash on its target. The revolution of the small propeller on the nose activated a counter. When this reached a preset number the lines to the fuel, rudder and elevators were cut. An explosive charge activated a set of spoilers on the tailplane that set the missile into a dive of about 5 degrees.

The number of doodle-bugs to approach the English coast was 6,725. The first to cross the coast was on June 13 1944 and the last on March 29 1945. In the first 24 hours 155 were launched and on the worst day 316.

They caused about 23,500 casualties, of which about 5,500 died, and 23,000 houses were destroyed. About 1,859 of them were destroyed by ack-ack and 230 by barrage balloons. Fighters such as the Spitfire, Mosquito, Typhoon and the jet propelled Gloster Meteor claimed 1,846 of them.

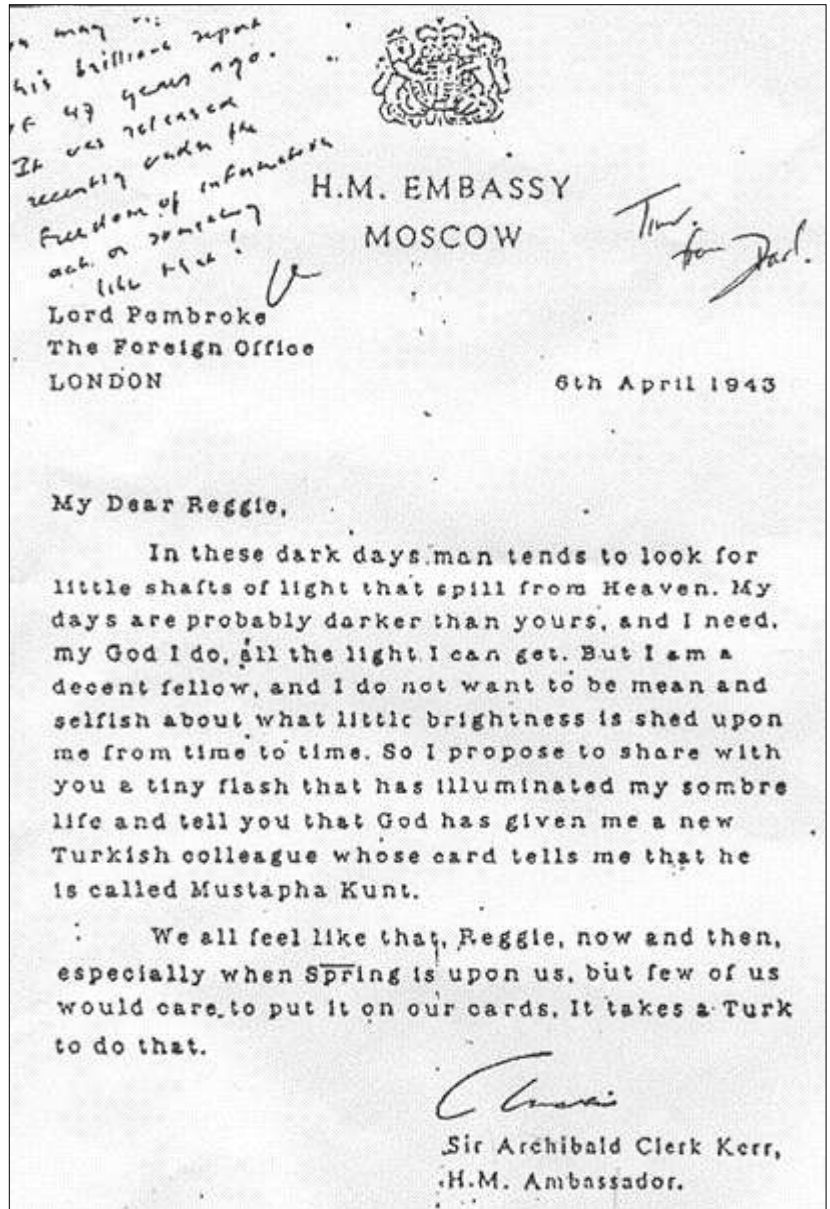
A V1, and a V2 rocket, have been preserved at the Australian War Me-

## Mentioned in ~~dispatches~~ passing

The following was actually written during the World War 2, in April 1943, by the British Ambassador in Moscow and addressed to Lord Pembroke in London.

It was released under the Freedom of Information Act a little while ago.

... don't be too upset by it!



morial in Canberra as well as in the UK, Canada, Holland, Sweden and the USA.

Brian J. Fillery.

I think it most unlikely that aeronautics will ever be able to exercise a decisive influence on travel. Man is not an albatross...

- H. G. Wells, 1901