

# The Mosquito Aircraft Association of Australia

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PATRON AIR VICE-MARSHAL J.C. JORDAN AO (RAAF-RETIRED)

*BULLETIN - No 4 - AUGUST - 1993*

## Mosquito Mystery

Before you turn this sheet over, just see if you can identify the Mark of the Mosquito shown in these two photographs, sent to us by one of our younger members, Roy Urand of No. 15 Richmond Drive, BOULDERCOMBE, Q'ld 4702. Clue No. (1) - Those of our members who served on 464 Sqn. are in the box seat to get this right, other blokes will have to get their advice, or make an educated guess !!



This is our last "TIP"  
Clue No. (2).

These two photographs could tickle some memories of a now famous raid by a Mosquito Squadron over a target in France. If you can't give the Mark, see if you can name the target and the name of the well known Pilot who flew the aircraft with the markings HX922 EG\*F

You'll have to be good to work out what all this is about!!!

If you guessed (or knew) this was a Mk. FB VI Mosquito as flown by GrpCptn Percy Charles Pickard DSO, DFC, the leader of the Amien Prison raid on the 18th; February 1944, you were partly correct. However if you didn't pick the photographs to be a large flying MODEL of a Mosquito no one can blame you as this is a very fine model.

Roy Urand's address is given as some of our members are interested in model aircraft and may like to contact Roy. From time to time other models made by members will be reported in these pages. 15 Richmond Drive, Bouldercombe, Q'land 4702.

Roy tells us - " the model is 71" Wingspan powered by 2 engines of some combined .80 cubic inch capacity and controlled by a six channel Futaba Radio. The model has had 10 flights, only one aborted, due to one engine cutting out after take-off. It is easy to fly once trimmed for flight with wheels & flaps up, requiring re-trimming with undercarriage down. IT DOES TEND TO SWING ON TAKE-OFF (we remark - so what's new ??)" My Mossie, Roy says is ideal to fly, it is only my nervous flying that perhaps lets her down." Roy commenced building the model in 1986 and completed the construction in 1988. The engine cowls, exhausts, undercarriage and canopy being built by him.

This subject is aired, in the main, to indicate the very real interest "out there", amongst younger generations, in the Mosquito aircraft in general and our A52-600 in particular. This is a healthy sign for our Association, as the project we are supporting, is of necessity, a long term undertaking.

Roy is a young man, with two children, Wayne and Julie, both 17 years old. he is a diesel fitter with the Fitzroy Shire Council, covering an area of Central Queensland. Roy has a large library of books, Videos and Pilots notes on the DH Mosquito.

We thank Roy for his information and congratulate him on his success with HX922 Mk.2 (!!).

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## ORIGIN OF THE "LAST POST"

The "LAST POST" was first used in the 17th; century as part of a drum beating ceremony for the posting of the guard, but its present form derives more directly from the 18th; century when the bugle was adopted more universally. Previously most calls were played with the fife and drum.

It was first notated in 1798 as the "SECOND POST! "Setting the watch" was a bugle call which began the tattoo period, calling troops home to barracks, the Second Post ended the tattoo period and at its last notes all troops were to be in bed. That call is now known as the "LAST POST" and is played on solemn ceremonial occasions. Originally the Last Post ended the labours & pleasures of the day. By a natural and poetical association of ideas it became customary to sound

the same call at military funerals, signifying an end to life's labours and pleasures.

When the call is heard in sad funeral rites, its solemn & majestic grandeur cannot be mistaken. There is possibly no finer Service call.

Not only British troops but other nations, hold it in respect. Since the end of World War 1, Belgian buglers have sounded nightly the British "Last Post" in the great cemetery of British and Allied servicemen at Menin Gate near Ypres.

We are indebted to Wal Delves for this interesting par, which appeared in the Regular Defence Force Welfare Association Journal "Camaraderie".

This item will interest all those who have heard this call in solemn reverence over the years.



MOSQUITO PR MK. XVI A52-600

1945

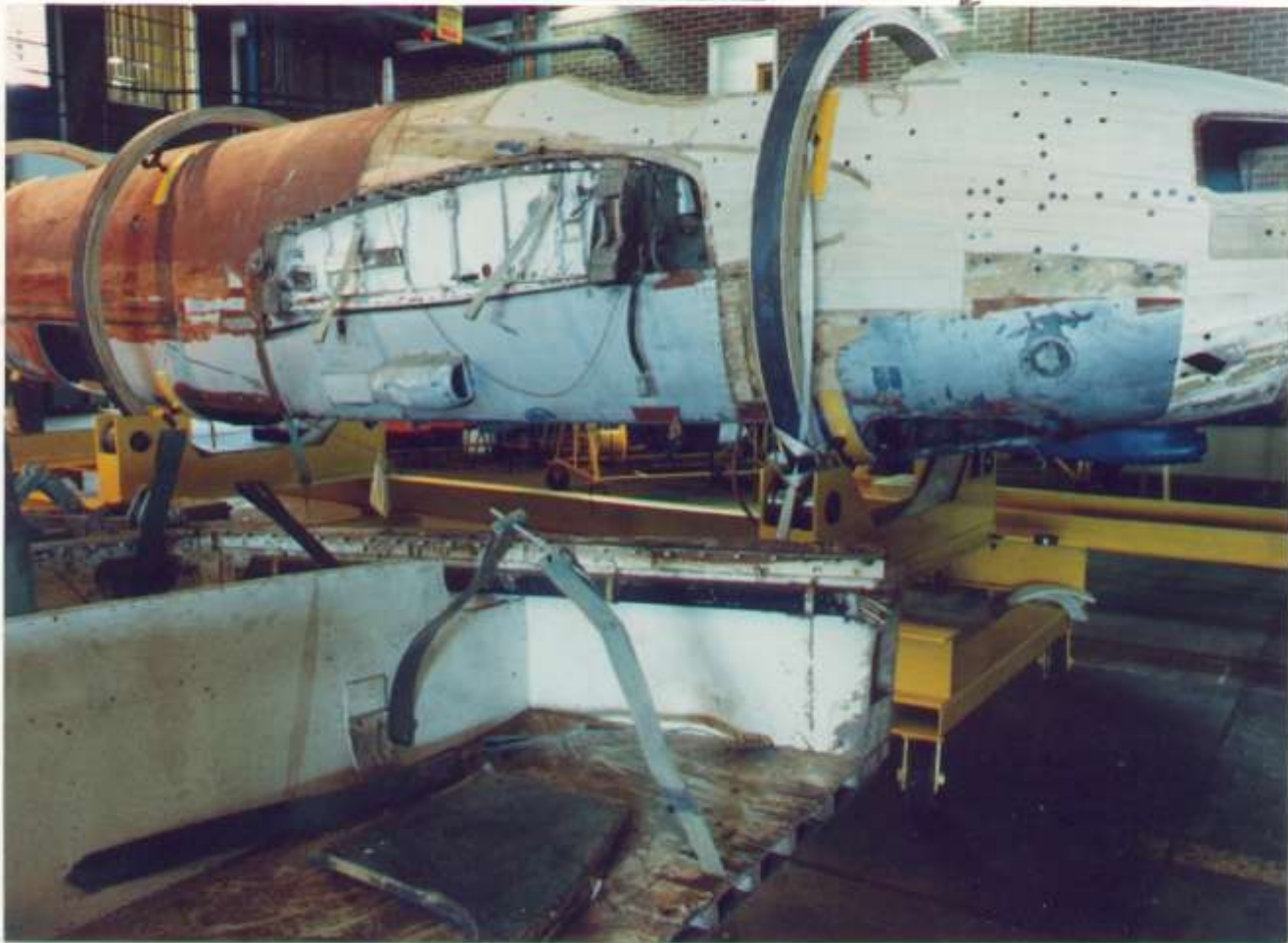


At Morotai on the 4th; August 1945, en route to Labuan Island, Borneo, on detachment from No. 87 Squadron at Coomalie Creek near Darwin.

The pristine operating condition shown here is a far cry from changes during the processes of restoration shown in the photograph below.

This photo gives a clear picture of the "Roll Over Stand" and transport carriage, which has been designed by the restoration team.

1993 - 48 years on !!



The fuselage is shown, fully stripped and held in the stand which revolves longitudinally through 360 degrees, preserving the contours of the structure and bringing surfaces to be worked on into the most advantageous positions.

# The Mosquito Aircraft Association of Australia

CONSOLIDATED ANNUAL REPORT  
4th August 1993

Following the Foundation Meeting on 21st July 1992, your retiring Committee have set up the Administration of the Association, completed a membership drive and widely publicised the restoration of Mosquito A52-600 at every opportunity. The following matters have received attention.

**Membership.** The foundation membership of 40 has been increased to 165. Our membership commenced with a hard core of ex-Squadron members (not only Mosquito Squadrons) growing to include many serving members of the RAAF and civilians.

The Committee emphasises the obvious advantages of attracting membership in the younger age brackets.

With the start of the new fiscal year members are asked to continue their staunch support for the A52-600 restoration and the Association by prompt renewal of membership.

**Public Relations.** The Association's aims and activities and the progress of the restoration project have been widely publicised in all arms of the media and our issues of the Bulletin.

Palks to interested organisations and bodies have been given by the Association and members of the restoration team. Service related publications have been particularly interested in our growth and the story of A52-600. Regular contact is maintained with similar organisations in Australia, England and USA.

During the Mosquito Squadrons' Reunion at Richmond last February, the restoration provided a large part of the programme and was widely reported on by the media. The RAAF's and the restoration teams' presentation of the project and participation in the programme was greatly appreciated.

Two large models of a Mosquito Mark XVI PR have been commissioned. One will be displayed at the site of the A52-600 restoration, the other will be kept for stalls set up by the Association at Air Pageants and the like in the future, for fund raising and public relations.

**Bulletin.** We are aiming for three Bulletins each year, as due to the Australia wide nature of our membership, this is our best way to keep in touch with each other and keep informed on the restoration and the Association's activities.

Input from members is solicited and your contributions will be welcomed.

Due to the cost of production, postages and stationery, after the issue of Bulletin No. 4, the Bulletin can only be forwarded to financial members.

**Constitution.** Various changes in our foundation Constitution have been proposed and discussed in committee and recommendations freshened. However until finalization of discussions with the Tax Department and RAAF Museum, final submission of alteration and amendment to members for adoption, must be deferred.

**Lapel Badges.** On the initiative of Committeeman Herb Gamble, a quantity of Badges, gold in colour, in the form of a Mosquito aircraft viewed from above, have been purchased. These badges were most popular at a recent Mosquito Squadron's Reunion.

They will be made available to Members and the Public on receipt of a payment of \$5.00, with \$1.00 charged for postage and packaging where mailed.

The Committee.

State Representatives. In order to conduct activities throughout Australia efficiently, it will be necessary on occasion to have a "hands on" representative in each State, as for obvious reasons the Committee is best elected from within fairly tight geographical boundaries.

The co-opting of Representatives has already commenced and this Report announces the following appointments.

- Mr. Kym Bonython - South Australia.
- Mr. Ron Vassie - New South Wales.

The Committee also co-opted SQDN/LDR. Mike Shaw, Officer i/c the Restoration Project, and by this means has kept closely in touch with the Team and their progress.

The Committee has convened five (5) meetings through the year, one being held at RAAF Base Richmond, NSW on 17/10/92, when four Committeemen visited the Base, met the members of the Restoration Team and viewed the A52-600 project.

This trip was invaluable, providing a morale booster for both the team and the Committee, promoting confidence in each other. It also enabled the Committee to appreciate the huge extent of the task being undertaken and the many problems and frustrations experienced by the Team.

The grateful thanks of our Membership is conveyed in this Report to the Volunteers of the Restoration Team, who are quietly going about the mammoth undertaking involved in bringing Mosquito A52-600 to flight condition.

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Retiring Executive and Committee.

- |                                 |   |   |
|---------------------------------|---|---|
| <u>Max Roper.</u><br>President. | <u>Ken Johnston.</u><br>Vice President. | <u>Allan L. Davies.</u><br>Hon. Secretary<br>and Treasurer. |
|---------------------------------|---|---|

- Committeemen.  
Joe Burns.  
Rolly Furlong.  
Herb Gamble.  
Ron Skinner.

ANNUAL STATEMENT OF ACCOUNTS AS AT 30th JUNE 1993.

Statement of Income and Expenditure.

<u>Expenditure.</u>		<u>Operating Account.</u>		<u>Income.</u>	
Stationery		\$ 244.70	Joining Fees		\$1250.00
Entertaining		23.05	125 \$310.00		
Postages		491.00	Annual Subscriptions		2475.00
Photo Copying		392.10	165 \$15.00		
Advertising		14.25	Badge Sales	\$480.00	
Affiliate Membership		15.00	Lea Coat	255.32	
FID and Debts Tax		9.50	Bank Interest earned		214.68
Balance transferred to Operating Reserve.		2787.87			40.70
		\$3980.47			\$3980.47

Balance transferred to A52-600 Restoration Fund	\$1161.80	Unsollicited donations Mosquito Reunion donation	\$ 553.00
	\$1161.80		608.80
			\$1161.80

<u>Badge Stock Account.</u>	
Initial purchase	\$ 547.24
	Badge Sales at cost
	Balance B/forward
	\$ 265.32
	281.92
Balance C/forward	\$ 547.24

<u>Petty Cash Account.</u>	
Petty Cash Float	\$ 100.00
Balance C/forward	\$ 100.00
	Balance B/forward
	\$ 100.00

<u>Operating Reserve.</u>	
Transfer from Operating Account	\$ 2787.87

<u>A52-600 Restoration Fund.</u>	
Advance to Restoration	\$ 500.00
Balance B/forward	661.80
	Balance transferred from Donations Received
	\$1161.80
	Balance C/forward
	\$ 661.80

<u>Bank of Melbourne.</u>	
Deposits for year	\$5708.59
	Payments for year
	Balance B/forward
	\$5708.59
Balance C/forward	\$3067.75

BANK RECONCILIATION as at 30th June 1993.

CREDIT BALANCE as per Bank Statement	\$3067.75
CREDIT BALANCE as per Cash Book	\$3067.75

BALANCE SHEET AS AT 30th JUNE 1993.

<u>Assets.</u>		<u>Liabilities.</u>	
Bank of Melbourne	\$3067.75	Operating Reserve	\$2787.87
Petty Cash Float	100.00	A52-600 Restoration Fund.	661.80
Badge Stocks	281.92		
	\$3449.67		\$3449.67

Note

- (1) Donations are credited direct to A52-600 Restoration Fund, to be applied to the Restoration Project benefit only.
- (2) The Operating Reserve will serve to fund activities of the Association in raising funds from time to time. Also transfers from the Reserve to A52-600 Restoration Fund, as budgets permit, will further assist the Restoration Project.
- (3) The Tax Department has accepted our application for tax exemption under section 23(e) of the Income Tax Assessment Act 1936, as amended.
- (4) The Association has been registered as a museum with the Taxation Office and gifts of \$2 and upwards to the Association are an allowable deduction in the Donors hands.
- (5) No organized appeal was held for donations in the year under review. However the undermentioned donors have generously contributed to the A52-600 Restoration Fund. Grateful thanks from the Executive and Committee on behalf of our membership is extended to these benefactors.

DONATIONS TO A52-600 RESTORATION FUND RECEIVED IN THE FINANCIAL YEAR ENDED 30th JUNE 1993.

D. Weyman, Restoration Team, Anon, J. Jaff, P. Clarke, R.M. Green, J.C. Jordan, R.A.E. Taylor, A.L. Davies, R. Vassie, H.L. Mitchell, S.P. Eurrell, B. Pulsford, J.G. McCarty, Mrs. N. Johnston, R.W. Aitken.	\$553.00
Donation by Reunionists (Mosquito Units Reunion)	608.80
	\$1161.80



ANNUAL REPORT ON  
503 WING RESTORATION OF PR MKXVI MOSQUITO A52-600 AT  
RAAF BASE RICHMOND

Progress FY 92/93

1. Progress on the restoration for FY 92/93 is summarized as follows:-
  - completion of repairs to upper forward fuselage splice (excluding external skin).
  - repairs to cockpit floor 50% complete.
  - repairs to lower forward fuselage completed (excluding external skin).
  - completion and installation of fuselage rollover jig.
  - acquisition of horizontal stabilizer from Darwin.

2. Progress has been interrupted this year by two location changes. The aircraft is now located in Building 129 which is located at the Westerly end of the RAAF Base. The facility is not ideal but is self-contained and is large enough to continue with the fuselage restoration. The team anticipates that some space will become available in Hangar 1 to progress areas where proximity to the carpenter shop and other historical aircraft maintenance is required.

3. Merv Waghorn has kindly devoted his own time to developing a draft project schedule for the restoration. This will be further developed and used as a planning document for the restoration. Merv is well known in gliding circles and was responsible for establishing Mosquito aircraft production in Australia during WWII. He also played a key role in the manufacture of the Southern Cross replica in the seventies, a challenge similar to our project.
4. Progress has also been affected as funding to support part-time employment of Alhol Hotham, our Aircraft Woodworker, ceased last year. Despite this, Alhol has contributed a tremendous amount of manhours to the project. We are very much indebted to his unflinching support to the project.

Forecast Progress FY 93/94

1. This financial year has begun on a more optimistic note. The RAAF has made a budget allocation to the project of approximately \$40K. This funding will assist greatly in achieving project milestones.
2. Progress on the restoration is still emphasising completion of the fuselage structure to the stage where, from an external view, it will 'look like an aircraft'. Completion to this stage will demonstrate more positively that the project is viable. Completion of this stage is the major goal for FY 93/94.

3. The facility problems have now settled down. This means that progress is less likely to be interrupted and a broader range of tasks can be commenced. The publicity from the Mosquito reunion resulted in a list of volunteers, many having skills applicable to the restoration. We anticipate being able to accept offers of volunteer work this financial year.

4. My position as project manager will shortly be handed to Flight Lieutenant Steve Graham this year. Steve is very keen to see further progress on the restoration. While still at Richmond, my intention is to focus more on the engineering aspects and compliance of the restoration with CAA regulations.

Summary

5. Restoration progress was thwarted in FY 92/93 by facilities and funding problems. However more interest has been generated in the project and at the beginning of FY 93/94 we have a more secure funding and expect substantial progress.



Michael Shaw  
Squadron Leader  
Mosquito Project Officer  
503 Wing  
RAAF Base Richmond

3 Aug 93

AUDITOR'S STATEMENT

The accounts of The Mosquito Aircraft Association of Australia for the year ended 30 June, 1993 have been audited. In my opinion, the Balance Sheet and accompanying Operating Statements are properly drawn up so as to give a true and fair view of the affairs of the Association as at 30 June, 1993 and results of the operations for the year.

(Signed)  
Peter F Wood, JP  
Honorary Auditor 21 July, 1993

More AGM.

ANNUAL FEES. NOW DUE.

Members present at the AGM set the Membership Fees for the year ended 30/6/94 as follows. -

Joining Fee. \$10.00 Annual Subscription. \$20.00  
no change. increase of \$5.00.

Corporate Membership \$100.00  
no change.

These Fees are now due and payable.

Members resolved at the AGM that Juniors be admitted in a Junior member category, with no commencing age limit.

Joining Fee. \$10.00 No subscription and no Bulletin to age 14, at age 14 subscription of \$12 (subject to annual review) to commence. At age 18 full adult membership and fees to apply, no voting privileges until age 18 is reached.

26 members and intending members attended & one could sense the atmosphere of interest and enthusiasm. Pres. Max in his welcome, made special reference to SQDNLDR Mike Shaw, Richmond NSW, FLTLT Mike Mayfield Townsville Q'land, Dudley & Kay Bond all the way from Adelaide SA, Gil Lundberg, Walkerville and Alan Ellis Melbourne. These people had travelled long distances to be present at our first AGM. The City of Trar-

algon made their conference centre available to us for the AGM, and all present enjoyed the magnificent facilities. The attendance of 26 represents 15.75% of our membership and is therefore an excellent result, keeping in mind the Australia wide nature of our membership.

The following were elected to Executive & Committee. -  
President. Max Ripper. Vice President. Ken Johnston.  
Secretary/Treasurer. Allan Davies.

Committee. Joe Burns, Ron Skinner and Col Ryan. Col being the only "new arrival" is introduced to you all as a true local, being born in Traralgon, attended school in Tyers & Traralgon & farmed the family property in this area until retirement in 1992. He has been a very keen gliding enthusiast for many years and is a model plane hobbyist. He is also a founding member of the Association.

Pres. Max made special reference to the foundation work done in our first year of operation by Herb Gamble and Rolly Furlong who did not stand for Committee this year.

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DID YOU KNOW ?? that C.A. (Alan) Patching of 22 Eyre Street, Balwyn Vic; first became interested in the Mosquito Aircraft when he spent considerable time during the WWII, testing Mosquito wings at the CSIR Division of Aeronautics. As a member he is continuing a lifetime interest in the "Mossie"

Alan is still an active glider & power pilot. He is the proud owner of the "GOLDEN EAGLE" - the oldest glider in Australia, built by an old friend and first flown in 1937. I wonder if our newest Committeeman knew this gen ?? with his background in gliding.

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With regret and condolences to relatives, these pages record the passing of GRPCPT J.M. (Jock) Whyte RAAF Ret. in late July. Jock is well remembered by Mosquito men for his command of 86 (Attack) Wing, whose initial components were No. 93 (Attack) Squadron (Beaufighters) and No. 1 Squadron (Mosquitos) Later, preparatory to the Borneo invasion, 86 Wing became part of the 1st. Tactical Airforce RAAF. Jock's health did not permit him to take part in the reunion last February, but a letter from him to the participants was read on that occasion. Some of his words were "I regret being unable to attend your reunion. However my thoughts are with you and with all surviving members of 86 Wing. I wish you all a happy and successful reunion and continuous good health in the future. Thank you all for a job well done and for making my time with 86 Wing so pleasant".

signed Jock Whyte.

LAPEL BADGES. - As shown in the Annual Report, these are now available on request on a payment of \$ 5.00 plus \$1.00 for postage and packaging. Provision has been made on your renewal of membership form to place an order for a badge, if you wish.

As with all aircraft and perhaps particularly the Mosquito, the Wing can be the weakest component of the construction. Therefore when pushing the pin through material, EXERT YOUR FINGER PRESSURE OVER THE FUSELAGE AT THE WING ROOT, RATHER THAN ON THE WING ITSELF.

These tiny replicas are proving most popular, having accumulated gross funds of \$550 already, during the February reunion and at the recent AGM.

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Bulletin Pars. Your Bulletin Staff ?? are gradually receiving 'snippets of info' from Members which is making it possible to pass on to you - the readers - some knowledge of other members and other persons. This can bring us back in touch with mates long lost and/or keep us up to date with one another's doings.

Each of you can help a) by filling in your form for membership attached to this Bulletin (but only if you wish to) and b) forward any details on members or non members that you feel are newsworthy. Also any item of note that may have happened in your life etc. etc. etc.

The Bulletin just eats material and any contribution is most welcome - KEEP IT COMING.

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Our Public Relations Departments. - Is doing its' utmost to advance the public's knowledge of Mosquito PR Mk. XVI, and the exciting restoration project. You can all help out there, by word of mouth, amongst friends and acquaintances ( but careful to stop when their eyes begin to glaze !!!) You also can become recruiting officers and give others the opportunity to enjoy our fellowship and common interest.

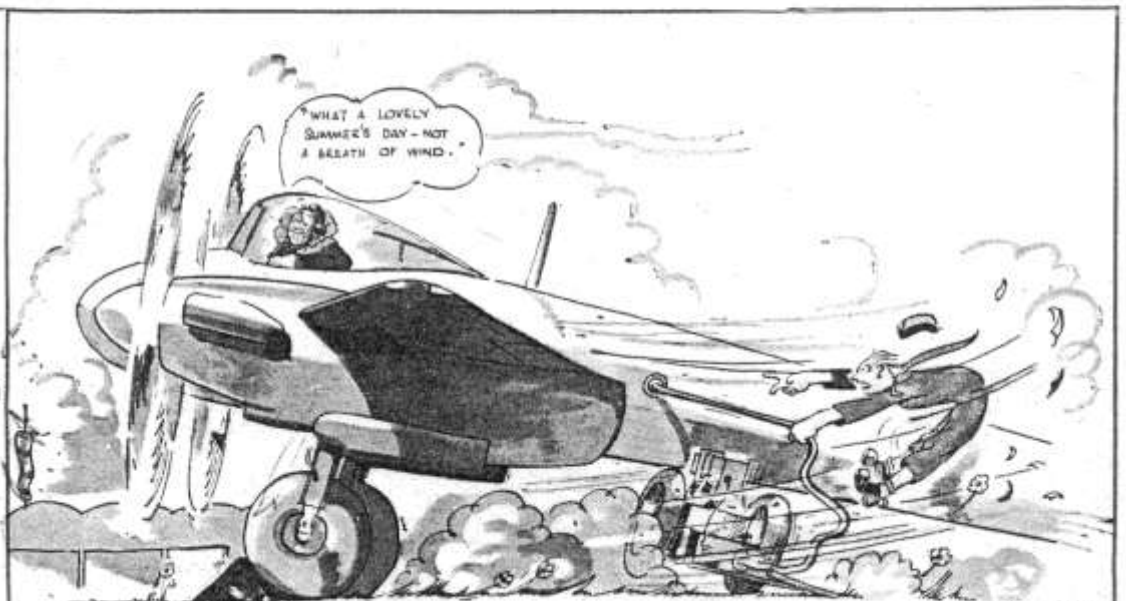
Some outlets providing us with good publicity are :- RAAF News, Contact, Wings, Several newsletters of RAAFA, Reveille, Mufti, Traralgon Journal, LV Express, Penrith News, Albury Border Mail, Ballarat Courier. Commercial & National TV and Radio, the Combined Mosquito Squadrons Reunion held at Richmond in Feb; this year proved to be a PR bonanza.

We are also regularly in touch with other similar bodies both here and overseas.

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This cartoon is per favour Lindsay Collins of 16 Eleebana Ave, Oakleigh, once a Pilot of Mosquitos on 94 Squadron (P/Code 3166) - Obviously he has a sense of humour. Thanks for the contribution Lindsay. It closes off this Bulletin on a happy note.

Excuse my EDITOR'S licence with the PUNCHLINE, and No !! I never did that to any of my ground crew.



NO-NO Sir!! - NOT-The Run Up! - Y-E-T !!! X=XX