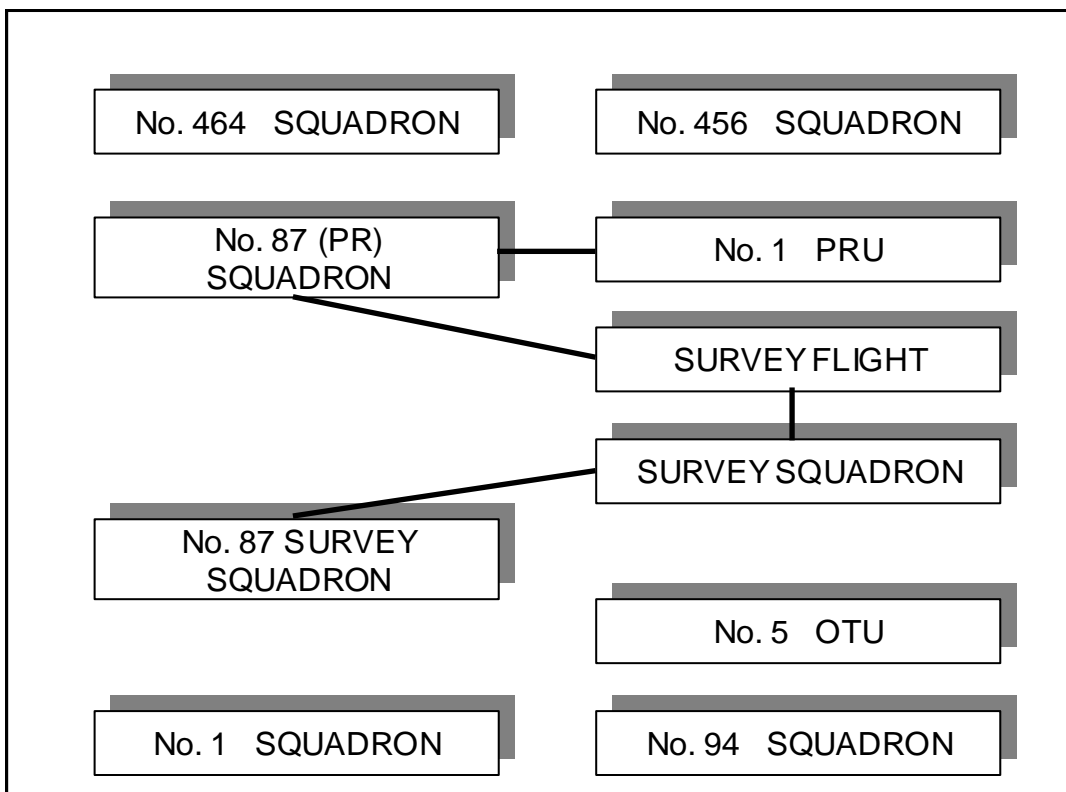




## RAAF Mosquito Units & Squadrons



This Cover page will be familiar only to those members who attended the AGM held in Melbourne on 27<sup>th</sup> August 1999, the full reports of which were advised in the last Bulletin, and those "Mosquito Men" who attended the "Mosquito Get Together" at Windsor NSW in February 1993.

The Units listed above were the only RAAF Units to fly Mosquito Aircraft in WW2 over Europe and the South West Pacific, although RAAF personnel also served on Mosquitoes in RAF Units.

### RAAF Museum Air Pageant and Twilight Spectacular

Point Cook, the original home of the RAAF will be showcased in 2000 when the RAAF Museum Air Pageant combines with the annual Twilight Spectacular.

The Pageant highlights the vivid history of the RAAF through to present day operations through flying and ground displays. It is expected that a number of fast jets and heritage aircraft will line up for next years event.

The Twilight Spectacular (formerly 'Beat the Retreat') which has grown in popularity since its inception 12 years ago features traditional parade and historical re-enactment, highlighted by the talents of the RAAF Band, and ends with a spectacular fireworks display.

**RAAF Museum Air Pageant :**  
2 pm - 4.30 pm

**Twilight Spectacular**  
6.30 pm - 8.30 pm  
**Saturday 25 March 2000.**

<b>President:</b>	Max Ripper Tel: (03) 5199 2469
<b>Vice President:</b>	Roy Urand Tel: (03) 5971 4770
<b>Secretary/</b>	Bob Stevens
<b>Treasurer:</b>	Tel: (03) 9800 4364
<b>Mailing Address:</b>	32 Clarke Crescent Wantirna South, 3152 Victoria, Australia

## Squadron Leader K W Truscott DFC

**K**eith William Truscott was born in Prahran on 17<sup>th</sup> May 1916. He matriculated from Melbourne High School where he was an outstanding scholar, student leader and sportsman.

A powerful, stocky man with auburn hair, 'Bluey' Truscott became a household name in Victoria as a star player for the Melbourne Australian Rules Football team.

Because of his fame, Truscott's decision to leave his job as a clerk and join the RAAF in July 1940 attracted great publicity. Curiously, for someone of his intellectual and physical ability, he struggled with his flying lessons, showing little natural aptitude and taking an inordinately long time to go solo. Had it not been for his high public profile, he undoubtedly would have been suspended from pilot training. But given the extra time denied to others, Truscott began to reveal the characteristics of coordination, anticipation, judgement and an absolute determination to win which had

made him a champion footballer.

Those latent talents became even more obvious when, following further training in Canada, Truscott was posted to fly Spitfires in England. (Somewhat amusingly, however, Truscott never quite came to terms with landing, persistently leveling out about seven metres too high. When chided by one of his closest friends over his habit of 'landing' at altitude instead of ground level, Truscott, by then a squadron leader with a DFC and Bar, wryly replied, 'Son, I'm not changing my habits at my time of life'.)

Truscott joined the RAAF's No. 452 Squadron in England in May 1941 and by the time he returned to Australia a year later had destroyed eleven enemy aircraft and been credited with three probables and two damaged. As one of his bravery citations recorded, Truscott was 'of a courage and devotion to duty beyond question'.

He had also become the squadron's commanding officer and the best-known RAAF pilot in the war, a reputation which rested just as much on his appealing personality - a

combination of intelligence, good humour, openness, and indomitable spirit - as it did on his considerable achievements.

Such was his popularity in England that the Marquess of Donegal organised a public fund into which red-headed Britons paid £5,000 to 'buy' Bluey his own Spitfire.

Posted back to Australia to fight against Japan, Truscott's talent for being at the centre of the action saw him posted to No. 76 Squadron in New Guinea only weeks before a major Japanese force attempted to invade Milne Bay. The Kittyhawks of Nos. 75 and 76 Squadrons played a decisive role in repelling the enemy, as for the first time in the war Japanese troops were defeated on the land.

When No. 75 Squadron's commanding officer was killed at a critical stage of the battle, Truscott assumed command. For several days while the outcome hung in the balance, he led from the front as the Kittyhawks relentlessly strafed and bombed enemy land and sea forces and repelled the occasional air attack. Conditions were appalling, with the dangers of near-constant rain, mist and low cloud and a perilously slippery airstrip, matched by often-intense anti-aircraft fire.

After Milne Bay No. 76 Squadron assumed a relatively routine, sometimes tedious, garrison role in north-western Australia, although Truscott managed to increase his tally of enemy aircraft to fourteen destroyed, three probables and three damaged. On 28 March 1943 he was killed in a flying accident in the Exmouth Gulf.

### WE SALUTE HIS MEMORY

*Your editor is indebted to and acknowledges the co-operation of Daniel Rutland, publishing director of Rutland Cowling-Smith Associates, the Publishers of the Official Souvenir Commemorative Publication of the RAAF 75<sup>th</sup> Anniversary, also RAAF historian, Alan Stephens and Defence Artist Jeff Isaacs, in the production of this item.*

## Life Membership Presented to Allan Davies

Allan Davies was presented with a Life Membership of the Association upon his retirement from the Committee at the Annual General Meeting on 27th August 1999.

He becomes the first member so honoured.

Joe Graham, the proposer of the motion to bestow the Life Membership, related that Allan had an untiring devotion to the formation of the Association and had been the mainstay for the past seven years as Honorary Secretary / Treasurer and Bulletin Editor. Without his dogged determination and indomitable spirit the Association would not be as strong as it is today.

Unfortunately upon doctor's orders, Allan has had to retire from active service, but

still continues to be the guiding light for the new Committee and the Bulletin Editor.

Allan passed on his thanks and elation for having the honour bestowed on him and wished to thank his fellow committee members for their support and to all the members across Australia and overseas for their staunch support over the years in their letters, phone calls, visits and the mountain of printed matter and photographs sent to him.

Allan would still like you to send him correspondence, his address is:

4/18 Gordon Street

TRARALGON, Vic 3844



Allan back from a photo-recce flight from NW Austral-

**VALE**

**G (Geoffrey) Bartlett** (Member # 140)  
- 20<sup>th</sup> April 1999.

Geoffrey's many friends on No.1 Squadron RAAF and later on No.77 Squadron RAAF will be saddened to learn of his passing.

He served on Labuan Island in the Borneo Campaign as an armourer on No.1 Squadron, joining No.77 Squadron at wars end, based in Japan with the Allies Army of Occupation.

To Gloria and family we convey our sincere expression of sympathy in their great loss.

**David Innes** (Member # 232)  
- 19<sup>th</sup> March 1999

As a result of a car accident. David flew Beaufighters in Burma on 27 Squadron RAF during World War 2 and on his return to Australia was a flight commander on a newly formed Beaufighter Squadron which was destined to go to New Guinea but the war ended and the Squadron was disbanded.

To Bobbie and family we convey our sincere expression of sympathy in their great loss.

**CHI (Claude) Pease** (Member # 209)  
- 7<sup>th</sup> June 1999  
in Opotiki NZ

Claude was a Flight Officer in the RNZAF and served with the RAF 82 Squadron in India and Burma

Our sincere expression of sympathy goes to his family on their great loss.

**DF (Duncan) Wemyss** (Member # 21)  
- 26th June 1999  
in Kew, Victoria

Duncan was a Pilot in No 1 Squadron RAAF and a Foundation member of this Association. Our sympathies and sincere condolences to his son and daughter-in-law.

All these gentlemen have been valued members of this Association and will be sadly missed from our ranks.

**Early information on the Truscott Reunion**

The Truscott Base Tribute Committee advises that whilst it may not be possible to hold the 20<sup>th</sup> of May 2000 reunion at Truscott, plans are under way to hold it at Kununurra, with a day visit and/or a flyover arranged for a trip to Truscott.

Interested Veterans, relatives, particularly the younger ones, or anyone else with an interest in the Truscott Base will be most welcome at a reunion either at Truscott or Kununurra on the 20<sup>th</sup> of May 2000.

Please contact Howard Young, President of the Tribute Committee at the above address indicating your interest in a Truscott Base reunion at Kununurra, if the use of Truscott is not forthcoming.

It is possible that a re-run of the "Last Dining In Dinner" held at Truscott on the 1<sup>st</sup> of September 1941 by 58 OBU will be turned on and this would be a historic occasion.

**A copy of that final dinner menu cover at Wars end is shown on Page 9 in this bulletin.**

Howard tells us at least two Truscottites are still with us, namely SGT Sandy McNabb and SQDLD, now WNGCDR Russell Layson. If anybody out there knows anyone who attended this last dinner on 1/9/1945 please pass on this information as the Truscott Tribute Committee wood dearly love to have as many entries as possible from such people.

Contact Howard Young at PO Box 1108  
Kununurra WA 6743 - Phone (08) 9168  
1653 with your entry for the reunion  
and/or your enquiries on plans for a very  
special reunion to "Bring In" the New  
Century on the 20<sup>th</sup> of May.2000

**A Gathering of Eagles**

There will be an International Re-Union for World War 2 aircrew in Perth next year from September 2<sup>nd</sup> to 10<sup>th</sup>, 2000.

For information write to Tom Scully,  
Bull Creek Drive, Bull Creek WA, 6149.



*P.O. Prune's definition of a good landing is one you can walk away from.*

**Constitution Update**

At the last AGM a minor amendment was made to increase the Management Committee by two members to permit more



people to become involved with the running of the Association. If you would like a copy of the updated Constitution please contact the Secretary.

The Bulletin Editor is always seeking stories (large and small), anecdotes, rhymes, riddles, photographs, just keep them coming in. You may submit material and items provided from other sources (but must quote source for acknowledgement). Precious items will be copied and returned.



**In case you didn't know...**

A Century begins with the year One and ends with the year Zero Zero.  
(eg: The 20<sup>th</sup> Century = January 1, 1901 - December 31, 2000).

**Thanks to Legatee No. 498.**

# A Time for Reflection – 50 Years On

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The Text of an Address to the Probus Club of Traralgon  
by the former Flying Officer H J Trevenen, D.F.C.  
16<sup>th</sup> July 1992

Several weeks ago I was asked to speak on some aspect of the S.E.C. but the reported disgraceful actions of a 30-year-old protestor at the unveiling by the Queen Mother in London of a Memorial to Marshall of the Royal Air Force - Harris - the Leader of Bomber Command in World War 2 - caused me to change the subject of my talk today.

There is an interesting story to tell ...

On 30<sup>th</sup> April 1944, our crew of six Australians and one Canadian started its tour of operations over France and Germany with RAF Bomber Command flying a Halifax 111 Heavy Bomber.

Five and a half months later the entire crew was very relieved to be safely through 39 Operations over enemy territory - each directed by the very man referred to in my opening sentence - that is, Bomber Harris.

To put our experiences into perspective I propose to speak on six main points:

1. *The War Situation at that time.*
2. *The Role of Bomber Command and U.S.A.A.F.*
3. *Reference to the Joint Air Training Program (J.A.T.P.) Crewing Up.*
4. *The State of the Art - Air Navigation. 12 months Navigator/Bomb-aimer Training in Australia in 1942 and, the dramatic change in technology and the art by mid 1944.*
5. *Our Tour of Operations from the end of April 1944 to October 1944 - one month prior to D Day to 5 months after.*

## 1. The War Situation

My Aircrew Training began in 1942 at bases at I.T.S. Mt Gambier - N.T.S., West Sale - B. & G. and Nhill Astro Navigation.

The Allied position was far from good at the end of 1942 and, in January 1943, under a cloud of security troop ship S.S. America left Melbourne full of Aircrew headed for an unknown destination. Arriving in San Francisco we were transported across America over the next four days in a troop train to Boston Massachusetts.

After a month there (including a week's leave in New York), we returned to New York where we boarded the re-fitted Queen Elizabeth which took us unescorted across the Atlantic to Glasgow.

There followed what became a six month waiting period from March to September 1943 spent at Bournemouth Personnel Despatch and Reception and Brighton P.D.R.C., (we were bombed out of Bournemouth by FW 190 German Fighter Bombers), 29 Elementary Flying Training School at Clyffe Pypard on the NW coast of Scotland, Map Reading Navigation in Tiger Moths, Link Training and Dinghy Drill in the Irish Sea, 4 Advanced Flying Unit, West Frew, Navigating in Avro Ansons and Commando Training.

After this, what could be called 'Fair Dinkum' training really began. You are probably asking, "Why were thousands of R.A.A.F. Aircrew in England when the very shores of Australia were under threat of invasion?"

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## HELP!! WANTED HELP!!

■ We are forming an Editorial Committee and are looking for members residing in Melbourne who would like to help co-edit ■  
■ our Bulletin, working in conjunction with a production team, gathering information, suggesting layouts, etc. No rush or fuss ■  
■ about this as the bulletin is only produced three times a year. ■

■ **Members interested in joining the committee - just drop a line or call:** ■

■ **Bob Stevens, 32 Clarke Crescent, Wantirna South, 3152** ■

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1941	Churchill and Roosevelt had to agree to: Defeat Hitler - First Strategy. ➤ Defeat Italy and Germany and supply Russia
March 1942	Roosevelt pressed hard for a front on Western Europe
April 1942	British/American/Russian Conference. Molotov extracted an assurance that the Second Front would be established during 1942 - this of course did not occur
1943	Saw the North West African Campaign looking more hopeful, leading to the invasion of Italy
May 1943	Codeword <i>OVERLORD</i> was chosen for the assault on Northern Europe. The planning and preparation which took place in the U.K. in the twelve months that followed this decision was a credit to all concerned and, remember, Russia was being supplied by British convoys, often to the detriment of the Second Front

## 2. The Role of Bomber Command

Following the completion of the BATTLE OF BRITAIN, the role of taking the aggression across the channel fell largely on Bomber Command - the small force of two engine bombers were slow with limited bomb carrying capacity and limited ability to seek out and identify important targets. However, by 1943 the supplies of Britain's four engine bombers which were on the drawing board in 1939, began to roll - Stirlings, Lancasters and Halifaxes.

The Stirlings weren't very successful but Lancasters and Halifaxes were modified several times in the light of operational experience and by 1944 they were extremely successful bombers.

By agreement achieved very early in the piece, the RAF was to concentrate on night bombing and the U.S.A.A.F. with their For-tresses and Super Fords on daylight precision bombing.

Whereas each RAF crew was fully responsible for its own navigation, the Americans concentrated their expertise into one aircraft per squadron and formation flying. (Their ceiling height for normal bombing was 30-40,000 ft - ours up to 18,000 ft.)

In the five long years of bombing offensive against the Axis Powers over 55,000 Bomber Command and 76,000 U.S. Air Force aircrew perished.

### 2a. Reference to J.A.T.A. (Joint Air Training Program)

or Commonwealth Air Training Scheme began in Australia, New Zealand, South Africa and Canada early in 1940 with a new course every month. I was in 24 Course intake at Somers in January 1942 where Pilots, Observers, Wireless Operators and Air-gunners were each following their own specialist courses. Twenty-one months later, in September 1943, the various aircrew streams were channelled to 27 Operational Training Unit at Lichfield near Derby in England. The crewing up process of 5 people - Pilot, Navigator, Bomb-aimer, Wireless Operator and Rear Gunner to fly twin engine Wellington Bombers was, without doubt, critical to our future well being.

I guess we all wanted to survive - we had to back our judgement that we would be compatible and could join together as a coherent team. We were most fortunate, as our later experiences proved.

Many crews had Officers and N.C.O.s from the beginning but we all started together in the Sergeant's Mess. I worked my way up from Flight Sergeant to Warrant Officer, then was Commissioned Pilot Officer after D Day and Flying Officer shortly after the end of our Tour.

Our Pilot had a more meteoric rise as he went from Warrant Officer to Flight Lieutenant in one month - an indication of the heavy losses and that we were seen as a senior crew on the Squadron at a very early period in our Tour.

Life at Operational Training Unit was testing. We were exposed to flying in atrocious weather, avoiding balloon barrages and attending Air Force funerals for crews who were killed in aircraft accidents - fellows we had trained with in Australia.

The Ack Ack defences and RAF Fighter Command were always trigger happy looking for intruders. It was therefore essential that our aircraft were fitted with I.F.F. (Identification Friend or Foe) equipment. Whenever we were flying over England or when re-entering English air space, we dared not leave this equipment switched off - if we did, we were asking for trouble.

The next major step or posting was to Marston Moor in Yorkshire where we converted from two engine Wellingtons to four engine Halifaxes. Initially they were equipped with Rolls Royce Merlin Engines but, by the time we were posted to 78 Squadron, they had four Bristol Hercules radials with upgraded performance. It was at Marston Moor that our crew grew from 5 to 7 with the addition of a Mid Upper Gunner (another Australian) and a Flight Engineer who was a Canadian serving with the RAF

### 3. State of the Art - Air Navigation

To successfully penetrate the German defences which consisted of highly sophisticated early warning and back-up radar systems coupled with heavy Ack Ack and Searchlight batteries and a very strong night fighter force, the RAF Strategy had to exploit surprise and deception and every ounce of skill it could muster including radio silence, zig-zag route to and from targets, varied flying height to delay detection, the use of jamming devices to confuse the enemy - these were all parts of planning each operation.

For the best chance of survival the bomber stream had to be kept compact. One mile either side of track within one minute of set time for each turning point and bombing time was the objective. Can you imagine 500 aircraft completing their bombing within 30 minutes, on a single target - AT NIGHT !?

1000 bomber raids were planned to be carried out within an hour. Pre- conceived height plan was essential - hopefully all aircraft would keep to their set height. This accuracy is very demanding in the best of conditions but wind direction and strength not only vary with height but in Northern Europe, also alter quickly. I have flown in 120 knot winds at 18,000 ft.

The Meteorology Section did their best to provide the expected conditions on each operation. The flight plan to bomb at a set time was established. Take off time, etc, was calculated back - this was part of each navigator's pre-flight planning. Unfortunately, Met information wasn't always correct. In fact, the night before our first "Op" the wind changed unexpectedly and drove the returning bomber force over the heavily defended Ruhr. 97 aircraft were lost with 679 aircrew aboard. This drew attention to the need to utilise and update navigational detail during the course of major bombing operations. Pathfinder Force had, from 1943, the facility of improved navigation equipment that enabled them to accurately mark targets and master-control the progress of the raid.

We had the benefit of training on the most up-to-date navigational equipment just prior to going to Squadron. We became part of a special force called WINDFINDING FORCE. My navigational detail was transmitted by our Wireless Operator to Base and this information re-broadcast to the main force, most of whom didn't have the same equipment. Although this was an additional crew responsibility and meant breaking radio silence, there was one advantage in that we headed the main force and were first to bomb after the Pathfinders had marked the target. "First in - Best dressed", we often used to say as we turned for home.

The key to accurate navigation lay in making the most out of three key items of equipment.

Let me explain -

1. Gee
2. H2S
3. A.P.I.

#### 1. Gee - Grid System Radar

One Master Station and two slave stations to each chain. Three chains were based in England and a further two were established on the Continent after the invasion and as the invasion pushed towards Berlin. The Gee system based in England was most effective for the bomber force navigators to get accurate fixes during the early stages of the operation and establish enough data on prevailing winds to allow navigators to compare these with Met winds and then establish the possible wind changes along the entire route.

The main problem with Gee was enemy jamming and distortion of readings once the enemy coast was reached. Never-the-less, Gee was excellent equipment for homing back to base when, more often than not, 10/10 cloud existed down to 100 feet.

## 2. H2S

The discovery of Magnetron (centimetre wavelength transmission) and development of entirely airborne H2S equipment was initially diverted from Bomber Command to Coastal Command to help in the detection of submarines in the Battle of the Atlantic. The picture tube was suited only to picking out coastline contrast and small objects on the sea surface.

Finally, in 1944, Mark 2 H2S was made available in small numbers to Pathfinder Force and Windfinder Force and was much more sophisticated and suitable. The H2S system made it possible under blind conditions to detect and identify built-up areas and natural features and accurately calculate by bearing and distance the true position of the aircraft.

The security of the H2S system was treated very seriously - all the training was done in the classroom locked and barred. Discussion was not permitted outside the unit. The navigator's first responsibility if the aircraft had to be landed or the crew had to bail out over enemy territory was to PRESS DESTRUCT BUTTON.

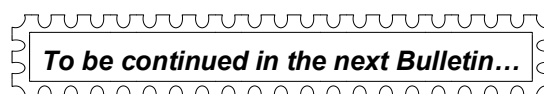
In the early years of Bomber Command they were aware of the vulnerability of Halifaxes, Stirlings and Lancasters to fighter attacks from below. Coupled with the H25 equipment was a device called Fish Pond which enabled the Wireless Operator to scan the whole area below up to a radius equal to the altitude we were flying.

## 3. A.P.I.

Air Position Indicator. As the name of the equipment implies, it enabled the navigator to establish a true air position at the same time as establishing the true ground position of the aircraft using either Gee or H2S. This combination made accurate navigation possible and we were most fortunate to be so well equipped. For the crews who relied on Dead-reckoning navigation the Air Position Indicator was indeed a wonderful invention.

Master bombing had its difficulties also as the enemy was very skilful at setting decoy flares away from the important installations. Cloud over the target area was also encountered on several occasions. Reflections caused by the Master bomber flares under the cloud gave a false impression of the true target position. The H2S equipment we had enabled us to carry out blind bombing over 10/10 cloud without Master bomber assistance.

The technological advance in navigational equipment from Astro Navigation at Nhill in Avro Ansons in 1942 to sophisticated equipment in our Halifax in mid 1944 was nothing short of amazing.



## About the author

The Author of the story "A Time for Reflection – 50 Years On" about Bomber days over Europe in WW2 is H.J. (Herb) Trevenen DFC, whose navigational training took place in Australia with final advanced training in England in RAF advanced training units. Herb is a member of this Association.

The story provides an overall picture of the structure of the RAF and supporting Allied Air Forces in War time, particularly applied to Bomber Command.

Herb's application of his overall interest and knowledge of this subject, combined with his own experiences on the large bomber raids over Europe makes most interesting reading.

Crewing up on No.78 RAF heavy bomber squadron, flying in the Halifax Mk.3, Herb flew 39 operations over Europe, and was awarded the DFC.

## Bluey's Air Base

**T**RUSCOTT  
-a RAAF forward airstrip base in NW Western Australia bears "Bluey"s name in perpetuity.  
This was a secret air base in the latter stages of the war, used as a "springboard", staging our Squadrons' aircraft to penetrate enemy targets.  
Annual pilgrimages are made to TRUSCOTT by ex service personnel of all services, who were based at or staged through TRUSCOTT oil operations.



"BLUEY"  
TRUSCOTT was a great footballer, a dynamic personality, an outstanding pilot and an outstanding leader.

## MAAA on an Internet Web

For all those budding computer boffins with a Personal Computer, there is an Internet Web site that will be advertising our Association. to a global audience.

The person that has created the Web site is our member – Brian Fillery.

Brian has spent an enormous amount of time researching and publishing details about Mosquitos.

The Internet address is:  
[www.home.gil.com.au/~bfillery](http://www.home.gil.com.au/~bfillery)

Brian would be most pleased to receive any photos and documentation, both electronically and in written form, to further his pursuit to build a comprehensive online dossier about the Mosquito.

## Point Cook Visit

All MAAA members, potential members and helpers for the restoration activities, are invited to Point Cook to view A52-600 in Hangar 178 on:

**Wednesday 16th February 2000**

The agenda will be:

- 10:45 Meet in Museum Car Park
- 11:00 Briefing by RAAF Museum personnel on A52-600 project
- 11:30 Hangar 178 Tour
- 12:30 Light lunch
- 13:30 Museum Tour

## Restoration Volunteers Required

The A52-600 restoration project will commence in January 2000 and the RAAF Museum is assembling a list of volunteer personnel that can help. If you are capable of assisting in any way please complete this slip and return it ASAP to:


**Pit Off Brad Owen, RAAF Museum, POINT COOK, Vic 3029**

Name:	Aeronautical experience:
Phone no:	
Days available:	
Frequency of availability:	Special Medical Requirements:



# Our Last Roll Call

This is the menu for the 'Last Dining In Dinner' referred to in the article 'Early information on the Truscott Reunion' on Page 3 of this bulletin.

<p><b>Sergeants Mess</b></p> <p><b>No 58 Operational Base Unit</b></p> <p><b>Royal Australian Air Force</b></p> <p><b>Truscott N.T.</b></p>  <p><b>Victory Dinner</b></p> <p><b>and</b></p> <p><b>Final Dining-in Night</b></p> <p><b>Second World War 1939 – 1945</b></p> <p><b>Second World War 1939 – 1945</b></p> <p><b>Saturday 1<sup>st</sup> September 1945</b></p>	<p><b>'Our last roll call'</b></p> <p><b>President</b> W/O Syd Bridge</p> <p><b>Committee</b> W/O Ern Buddle F/Sgt. Bill Potter Sgt. Bob Taylor</p> <p><b>And the gang</b> Sgt. Ray Pinnegar Sgt. Harry Pride Sgt. Cliff Taylor Sgt. Lee Askey Sgt. Jack Haywood Sgt. Vic Salmon Sgt. Bill Jones Sgt. Denny Spathonis Sgt. Sid Virgin Sgt. Jack Flaherty Sgt. Harry Hamer Sgt. Jack Metcalfe Sgt. Tom Noonan Sgt. Cyril Westacott Sgt. Trev Evans Sgt. Johnno Contencion Sgt. Ossie Taylor</p> <p><b>Navy Blokes</b> P/O Arthur Drysdale</p> <p><b>A.I.F. Wallahs</b> Sgt. Jack Rootes</p> <p><b>Natives from the Truscott Tribe</b> No. 1 boy Witch Doctor Medicine man</p> <p><b>And our dear old sec.</b> Sgt. Freddie Jones</p> <p><b>'MAY WE ALL MEET AGAIN'</b></p>
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## \* \* *New Members* \* \*

We extend a warm welcome to the following new members:

Graeme Coates, 269 Church Street, Richmond 3121 – an aircraft enthusiast with strong connections with Airport Australia

John Collins, 37 Laurel Grove North, Blackburn 3130 – W/O Navigator Unit 456 who served in Canada

John Peggie, 6 Zola Crt, Glen Waverley 3150 – Research scientist who worked on Mossie timbers / panels and performed glue product tests

Our thanks to CA (Alan) Patching for introducing these people to the Association.

# A52-600 Restoration Update

At the last Annual General Meeting the following bullet pointed report was given by the RAAF detailing the restoration.

## Where are we at?

- The Supermarine Walrus is expected to be finished by June 2000
- All A52-600 project components have been moved to Hangar 178
- Racking has been installed for boxes
- Woodworking equipment has been moved from Richmond to Point Cook



Racking with parts

## The Next Step – Inventory of Project materials

- To be carried out by the Mosquito Association and the Friends of the RAAF Museum.
- Identification, Cataloguing and Source by purchase, exchange or donation of parts and components that are deficient.



A52 600 Fuselage



A52 600 Wing

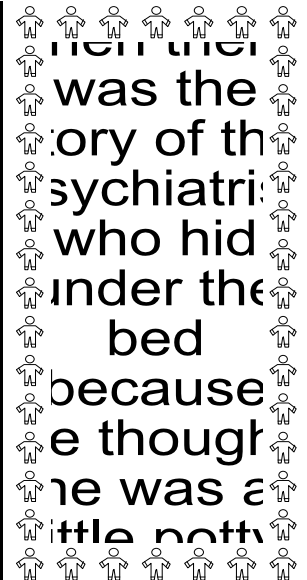
## Mosquito Aircrew Association

Although the MAAA has a reciprocal membership with the Mosquito Aircrew Association, you are all most cordially invited to join in your own right. You will receive their magazine "Mossie" that has international articles that will be of great interest to all air and ground crew.

FULL MEMBERSHIP	- All ex Mosquito Aircrew
ASSOCIATE MEMBERSHIP	- Ground crew and others.
ANNUAL SUBSCRIPTIONS	- U.K. £5.00 : Overseas £8.00
LIFE SUBSCRIPTIONS	- U.K. £80.00: Overseas £100.00

For more information write to their Registrar/Membership Secretary :-

Tony Wilson, 21 Kingwell Road, Hadley Wood, Barnet, Herts., EN4 OHZ, England.



Please send my Limited Edition print:

THE AARHUS MOSQUITOS  
(\$220, incl. postage)

- ◆ Each print is individually hand signed by 3 ex-464 Sqn aircrew who flew on this raid.
- ◆ Edition: 500 signed and numbered prints
- ◆ Image Size: 610 x 390mm
- ◆ Acid free 310gsm archival paper
- ◆ Certificate Of Authenticity
- ◆ Brochure outlining the story of the raid and the signatories

Please find my cheque/money order attached, made payable to the artist, MAX ORDINALL.

NAME: .....

ADDRESS: ..... STATE ..... POSTCODE .....

TELEPHONE: ( ) .....

Post to: PO Box 365, KIAMA NSW 2533. Phone:(02)4296 2643

# The Glossy

**I'M ON A COMMITTEE**



*Oh, give me your pity, I'm on a committee,  
Which means that from morning to night,  
We attend, and amend, and contend, and  
defend,  
Without a conclusion in sight.*

*We confer and concur, we defer and demur,  
And re-iterate all of our thoughts,  
We revise the agenda with frequent adden-  
da,*

*And consider a load of reports.*

*We comprise and propose, we suppose and oppose,  
And the points of procedure are fun!  
But though various notions are brought up as motions,  
There's terribly little gets done.*

*We resolve and absolve, but we never dissolve,  
Since it's out of the question for us.  
What a shattering pity to end our committee,  
Where else could we make such a fuss.*



(Author unknown) - with thanks to Warhambooi Legacy



**A MERRY CHRISTMAS**

**2000 and a 2000  
HAPPY NEW YEAR**

*for all our Members and  
friends out there - from  
the Executive and Committee  
of*

**The Mosquito Aircraft  
Association of Australia**

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**The Mosquito Aircraft Association of Australia**

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