



Progress at Point Cook

Progress on the Documentation phase of the Restoration Project has progressed very well under the watchful eye of Graeme Coates.

He wishes to express his gratitude to the small band of dedicated members who have undertaken the onerous task of sifting through the hundreds of drawings, photos, microfiche and printed documentation.

Most of the previously mentioned items have been entered into a database and the process to cross reference them has commenced.

Each new envelope opened has produced a little pearl of wisdom that helps add another piece to the puzzle.

A52-600 was painstakingly photographed as it was disassembled and many hours have been spent building montages of these photos to provide a 'fish-eye' view of history. They will be invaluable when the boxes are opened and individual pieces have to be identified and classified.

The hierarchy for the parts numbering has finally become obvious after pouring through the documentation and with the assistance of some ex Common-

wealth Aircraft Corporation personnel.

The RAAF Museum is pleased with progress and are now feeling more confident that the time is getting near to commence the more interesting and grimy part of the project... opening the boxes and classifying the pieces.

When this happens there will probably be a queue of people ready to assist.

Each person undertaking the parts classification will have a short introductory training session on how to record their findings as well as issues covering the Museum's Occupational Health and Safety procedures.

The Supermarine Walrus is in the paint shop at the moment and that can only mean one thing – the end of it's restoration is near. Mid 2001 is the expected time frame.

Hopefully then, there will be room to wheel A52-600 in to the restoration hangar.

The work roster has been reproduced in this issue, so don't be shy, put your name down by calling Graeme on (03) 9428 2324.

Escape from Colditz Castle



COLDITZ

As a continuance of last bulletin, this piece, written by Mike Oldani, explains the Colditz Castle and some escapes that were attempted.

The purpose of my research paper is to describe Colditz, a castle that was used to hold prisoners during World War II. Colditz was a medieval castle that was built in 1014. The castle had frequent battles because of its location and it was the ancient seat of the kings of Saxony. During the 1800's, Colditz was a prison. In 1928 Colditz became a lunatic asylum, a concentration camp in 1933, a Hitler Youth camp in 1934 and became a prisoner of war camp for escaping prisoners from 1939 to 1945. Colditz is located 35 miles be-

tween Leipzig and Dresden on the river Moulde in Germany. Colditz was a camp for officers and other people who were dangerous to the Nazi regime or had made previous escape attempts. When I visited Colditz, it looked exactly the same as it did in 1945. The outer wall was massive and had a sheer drop of a hundred feet. At the bottom there were guards and ringed barbed wire. The walls are seven feet thick and the inner courtyard is two hundred and fifty feet above the river. The prisoner's quarters are three hundred and 10 feet above the river. Some of the prisoners quarters were nine feet by nine feet consisting of six people in each quarter.

Other corridors were actually dormitories with 14 bunks, a wash room, a kitchen, and a day room. I walked the same path as the prisoners up the steep cobblestone walkway through an arched gateway. I then crossed a bridge that was over what was once a wide moat and through a second archway into a large courtyard that is also

called the outer courtyard. I soon went farther up the walkway and through a third archway for about 50 yards, then I made a sharp right into the inner courtyard. The inner courtyard was a cobbled space about 30 by 40 yards surrounded by buildings whose roofs were about 90 feet high. At every angle, floodlights were put to keep the courtyard lit up at night despite the blackout. Life in the eyes of an officer was quite frustrating but it wasn't harsh.

At 7:30 prisoners were awakened. At 8:00 breakfast orderlies carried a large cauldron of coffee made from acorns, loaves of bread, a small amount of margarine, and a small bit of sugar. At 8:30 all prisoners went to the courtyard and formed ranks by nationalities, for example, Poles, British, and French with the highest ranking of officer in front. A German officer



would appear and everybody would salute everybody else. This process is called an appell. The prisoners had four appells a day or extra if suspicions arose over escapes. After the morning appell,

men would read, study, play mu-

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Patron	Air Vice-Marshal J.C. (Sam) Jordan AO (RAAF-Retired)		
President:	Roy Urand	61 3 9770 0087	
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87 P.R. Squadron

Have you heard the tale of P.R.U.
with crews of great renown,
Who photograph the bloody place
from Java to Bankstown,
And area can never find a target that's to tough,
But when it comes to drinking beer
there never is enough.

Chorus:
When you're high in the sky
and the flak years up your date
You grab at the throttles
and shove 'em through the gate,
You don't give a damn
if the Reece is a farce,
You tell the Chiefs at Area
to shove it up their arse.

Now Area Intelligence
wants every bloody shot,
They send us further every time
each target is more hot,
While gulping down our oxygen
our eyes upon the dials,
We're farting very frequently
we'll bloody soon have piles.

Our Mossies are the finest kites
around the bloody place,
Always on one engine
showing off their pace,
B24s and cats are very fine
but we get there and back again ,
In half the bloody time.

The spot where we live
is a very pretty place,
With buggar all of nothing
excepting trees and bloody space,
Although other bastards
say it's like a tomb,
You'll always find the bludgers here
when the beer is on from Broome.

Herb Gamble our ex- C. O.
a patriotic bloke,
When asked about our Mossies
these are the words he spoke,
We'll piss upon the Poms
with our version of this kite,
Of course I've only pranged the two
But I've yet to fly at night.

An now that you heard
our little tale of woe,
You may wonder why it is
that we love our Squadron so,
But the fact is this
though we're bastards through and through,
We're practically bullshit free
at Lloyd laws P. R. U.



Photo by: President Roy Urand

Facetious philosophies for modern living

- ◇ If you think there is good in everyone,
you haven't met everyone!
- ◇ Never wrestle with a pig. You will both get dirty,
but the pig likes it!
- ◇ All things being equal, big people use more soap!
- ◇ Nostalgia isn't what it used to be!
- ◇ Anyone with common sense is a nice contrast
with the modern world!
- ◇ Anything worth fighting for is worth fighting dirty
for!

John Mills Recalls

This paper is the second part by John Mills who was chief engineer of de Havilland Aircraft Proprietary Ltd before, during and for sometime after the Mosquito (D. H. 98) that was manufactured in Australia. This follows on from the previous Bulletin while later Bulletins will have the final two parts.

Part B of John Mills's contribution towards a definitive history of the Mosquito production in Australia.

This part describes "people" - some of these were pre Mosquito but they are all part of the DH team, which enabled the production to happen.

With the recall of history, as we are now doing, the most impressive point is people-the greatest asset of a company is its people. In recalling in the "people", the great danger is that important people will be left out. But it is the best to try.

A remarkable fact about people involved with aircraft production in wartime is that they have little or no career ambitions - their only ambition is to produce aeroplanes or propellers as quickly as possible. They will help anyone who asks and will share their knowledge and skills freely.

Indicative of the sort of ties which grew from wartime DH work is the fact that in my own case, some 50 years on, one feels very close to those who shared in the work-much closer, in fact, than with colleagues from post war activity.

My own experience includes the honour of being best man at the weddings of three of my friends and colleagues and gratefully have one of these to be my best man at my wedding to Judy postwar.

In a project like the Mosquito, people drive themselves. I recall that quite a number of our people be-

came sick with stomach ulcers, so much so that we used to compare notes to help us take precautions to avoid being off the job.

To start talking of people, my outstanding memory is that of our legendary DH Chief, Major Alan Murray Jones, who was a World War I pilot of great renown, brought tremendous status with him together with his amazing links with everyone connected with civil and military aviation.

He also brought with him and amazing talent as a leader for developing enthusiasm, loyalty and hard work in all those around him. One's dedication, working with him, was absolute.

My own experience, being the first university trained engineer to be employed by him, and subsequently, as it happened, being the first Chief Engineer to be appointed in the Australian DH company, was one of the greatest admiration.

Major Murray Jones was the greatest leader for whom I have had the privilege of working and from sharing with others, some of whom held high posts postwar in other organisations, I think this view was generally shared.

Major Murray Jones had a wonderful family who supported not only him but also people working in the company. Relaxation is an essential part of work if it is to be hard and continuous and the sojourns at MJ's home and tennis court were memorable.

A story about people in 1937 to

1938 acetylene bottle exploded in our DH metal shop at Mascot causing terrible burns to the welder (Syd Smith) and the apprentice (Jimmy Allen). Major Murray Jones testified at the inquiry, which also involved insurance, that he would not be able to reemploy them in their old jobs.

When I returned from Hatfield early 1939 Jim Allen was taken on as a junior in the drawing office. The drawing office consisted of a well-organised collection of the drawings of all DH types and there was a desk for studying drawings or when required, making a drawing!

Eddie Connellan (of Connellan Airways, NT) and his friend Damien Miller brought their Percival Gull to Mascot and asked us to install a stretcher, which we did with some ingenuity. Jim Allen, in a "duplicate type" drawing book did all the drawings for D. C. A. approval and the stretcher was subsequently approved.

Many years later Eddie Connellan enthusiastically recalled the incident and said, "many, many patients were transported by that stretcher in the outback". Jim Allen went on to a senior position in the DH technical department, wartime and postwar and later on became chief craftsman for Qantas.

Syd Smith came back to DH in 1940 to cover inspection of the great supply of metal parts for the Tiger Moth which came in from subcontractors. He continued metal parts inspection through the Mosquito project under Bill Isbister and he became "quite an institu-

(Continued on page 5)

John Mills Recalls – contd

(Continued from page 4)
tion”.

Bill Isbister was my friend and colleague throughout our university training. He joined DH Australia in May 1938 and proceeded to DH England, returning to Australia mid 1940 after the war had been declared. He played an important role in DH Australia including the most difficult but important post of Chief Inspector for the Mosquito project in Australia.

In the wartime there is a universal call “to get production ahead”. Rejections induce criticism such as “surely this is good enough!” The judgement concerning acceptance and rejection is a very important and essential part of the Chief Inspector’s difficult role.

Steve Newbigin started his engineering course at Sydney University the same day as Bill Isbister and myself and had suffered a gliding incident pre war leaving him with a limp. As an army reserve engineer he was called up but his activity would have been limited by his limp and he gladly came to help us at DH to make aeroplanes when approached by Manpower. He became a vital part of the subcontract work for Tiger Moths, so essential to getting production moving quickly. Steve played an important part in the design and production of tow gliders for the RAAF and subsequently in the Mosquito project. He was Project Engineer for the two stage pressurised version of the Mosquito. Steve continued his distinguished career with HDH until his retirement.

Martin Warner was a remarkable person. Pre war he was a great glider man flying, designing and building primary and secondary gliders. He was a natural designer. Post-war he was awarded the Oswald Watt gold medal high altitude record in a Gull IV sailplane when he climbed to 23,500 feet.

Before the war he was a LAME at the Royal Aero Club of New South Wales. He came to DH as an Inspector for Tiger Moth production and then with Steve Newbigin and he headed the design and building of towed gliders required by the RAAF. An exciting project in 1942 which was supplemented by Professor Stephens and his students from Sydney University who included Lou Gardner, Peter Langford, Devon Dobel, Sandy Blight, Jack and Bas Scoles.

After the gliders, Martin went on to important work with the Mosquito. He controlled the flight shed activities for our first Australian built Mosquito which were under the most difficult circumstances and later set up and controlled the field service department which worked directly with RAAF operating groups and formed a most important part of the program. Harry Broe MBE was a respected member of Martin’s field service group.

Post-war Martin Warner headed the DH design group which initially conceived the ADH-2 (a single engine, twin seat monoplane trainer/private owner) and the ADH-3, three engine Dragon replacement which became the “Drover”.

Mervyn Waghorn came to DH Australia by release from DH England in 1942. He was engineering superintendent for the Mosquito and was given design delegation from Mr C. C. Walker, Chief Engineer of the parent DH company. I had known Mervyn prewar when I was working at DH Hatfield and we had both been members of the DH Hatfield Boxing Club, sharing the adventures that went with training and competition. Ours was a long friendship.

Mervyn’s DH activities are so well known as not needing to be recorded here because post-war he became a company director and worked with H. DH until retirement. He was also a great glider man

and post-war was awarded the Oswald Watt gold medal for his cross country sailplane flying, a year or two after Martin Warner was awarded his medal for his gliding height record.

Mervyn shared a flat with Steve Newbigin and Pat Fillingham a DH test pilot who visited Sydney 1943 and he formed a solid technical team around him at work in the technical department. Mervyn would have remembered his team better than I would, but Lou Gardner, Devon Dobel and Peter Miller come to mind. Peter Miller post-war became a consulting engineer of distinction and was the President of the World Body of Consulting Engineers as well as being awarded honours from the Australian Institutions of Engineers after becoming Dr Miller. George Brooker was second in charge during the early stages of the Mosquito project and later became methods engineer.

Ian Spittle had been the assistant to John Parkes, propeller chief for DH England and he was released to come to Australia to set up propeller production in Australia in 1940. DH Australia produced over 2000 propellers up to VJ day sufficient for all Australian aeroplanes, which were produced, including the Mosquito. Additionally DH repaired many propellers not only for the RAAF but also for the USAF and although I do not have figures, it is my belief that the number of repaired propellers would greatly exceed the new production numbers.

I had met Ian Spittle prewar in England and it was a real pleasure to work with him in Australia and watch him set up the first class factory, which was the propeller division. The standards were the highest available at that time, which even in wartime are so essential for propellers and constant speed governors. After VJ day Ian

(Continued on page 6)

John Mills Recalls – contd

(Continued from page 5)

returned to England but again came to Australia to HDH where he became a director.

John Byrne, prewar Company Secretary, had joined DH Australia and MJ from the RAAF. He had handled all spares and financial matters and was MJ's backstop. He was known to all in the industry and was well liked by all. When I returned to Australia in 1939 John was in the process of getting tied to Lou who became an important character in our company so that she became, and to me still is, quite an institution in herself.

John and I travelled together to the U. S. A. in 1942, Ian for propeller machine tool procurement and John and I for Mosquito matters. As Supply Director, John and his fine group did sterling work and our supplier's shortages during Mosquito production were minimal. John had a fine group with him and John Throsby, Hec Adams and Peter Rockingham come to mind as key people.

David McLachlan joined us as Finance Director after war was declared and we were producing Tiger Moths. He and his wife Lorna were an important part of our work. Besides doing everything he could to help production by helping our subcontractors, David's reputation later was of a Director who could and would, take time to advise a "man on the floor" concerning his personal finances.

Ian Spencer joined DH from Advanx, at "Tiger Moth time", where he had been Secretary. Besides his financial strengths he was an excellent administrator, in its best sense. It was he who enabled us, with the assistance of "punch cards" to quickly get our "bill of material" into shape for the Mosquito. Ian moved from area to area to give management cover as required and he came to support me, as Manager DH 98 division,

by becoming my Administration Manager at Camperdown and he ably fulfilled many tasks set him by Major Murray Jones as the needs arose.

Ian Spencer brought his colleague Doug Buzacott into our financial group. Doug was a strong supportive person who left us to fly as a navigator with the air force where he carried "carrier pigeons" as a means of communication during radio blackouts! He returned to join the DH after VE day.

Mr Lee Murray, an old friend of Major Murray Jones, born in Australia and having, before leaving Australia, been involved in the design of an aeroplane here, returned to DH Australia in March 1945 to support MJ as General Manager, aircraft division.

Mr Lee Murray had been General Manager of DH Canada before going to England to become General Manager of DH Hatfield. It was here I had met Lee Murray prewar when I had spent two years at Hatfield and Stag Lane and he had been my "overseer and friend" during my stay. He was to me a sort of "father figure". Lee Murray had to bear the brunt of the problems associated with the birth of the Mosquito, where official reluctance to order became mixed up with urgent requests for production and quickly, followed by changes in the orders to vary types with out recognition of the effect this would have on production. This sequence is recorded clearly in Martin Sharp's "Mosquito". Lee Murray had gone to DH Canada in 1943 and came to help Australia in Australia some 18 months later.

Mr Lee Murray was a great leader, as his friend Major Murray Jones and he ran a "good tight ship" at Bankstown and we all enjoyed working with him. As Chief Engineer for the DH organisation at the time, I reported to him.

Bill Downs joined DH after graduating from aeronautical engineering at the newly started course under Professor Stephens. He worked on the Dragon, moved over to the Mosquito with Mervyn Waghorn's technical department. He was chosen to go to England with the select band from Australia who were to be trained on the then secret aspects of jet propulsion. He spent some two years in England, including a valuable period at the DH Hatfield organisation and returned to DH Australia with much -needed skills and knowledge to enable us to be able, postwar, to study and promote a three engine Dragon replacement which later became "the Drover". Bill pursued a distinguished career at Hawker De Havilland until his retirement. I particularly recall our attempts to invent a single bladed propeller, fitted with a small fuel burner, intake and exhaust, at the propeller tip, which we consider, might be able, as a ramjet to become a light aeroplane power plant, after it had been initially rotated sufficiently to enable ramjet operation to occur!

With development, who knows?

... continued next Bulletin

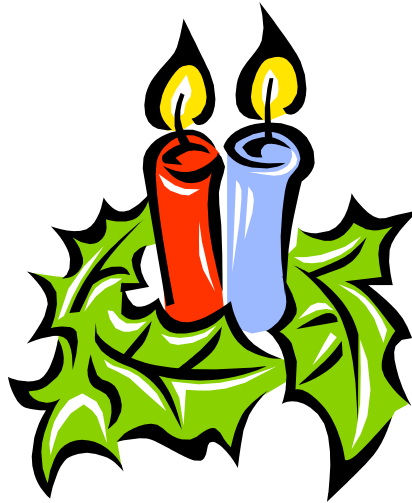
Before marriage, a man yearns for the woman he loves.

After marriage, the "y" becomes silent.

Politically Correct Christmas Greeting

Please accept with no obligation, implied or implicit my best wishes for an environmentally conscious, socially responsible, low stress, non-addictive, gender neutral, celebration of the summer solstice holiday, practiced within the most enjoyable traditions of the religious persuasion of your choice, or secular practices of your choice, with respect for the religious/secular persuasions and/or traditions of others, or their choice not to practice religious or secular traditions at all... and a fiscally successful, personally fulfilling, and medically uncomplicated recognition of the onset of the generally accepted calendar year 2000, but not without due respect for the calendars of choice of other cultures whose contributions to society have helped make Australia great, and without regard to the race, creed, colour, age, physical ability, religious faith, choice of computer platform, or sexual preference of the wishee.

(By accepting this greeting, you are accepting these terms. This greeting is subject to clarification or withdrawal. It is freely transferable with no alteration to the original



greeting. It implies no promise by the wisher to actually implement any of the wishes for her/himself or others, and is void where prohibited by law, and is revocable at the sole discretion of the wisher. This wish is warranted to perform as expected within the usual application of good tidings for a period of one year, or until the issuance of a subsequent holiday greeting, whichever comes first, and warranty is limited to replacement of this wish or issuance of a new wish at the sole discretion of the wisher.)

A young Scot left home and moved into a flat of his own. After a few weeks, his parents called to find out how he was getting on. "What are your neighbours like?" asked his mother.

"A bit strange", he replied. "On one side there's this man who keeps banging his head against the wall and on the other a women who lies on the floor crying and moaning".

"I'd keep yourself to yourself if I were you", advised his mother. "Oh I do", the man replied. "I just stay in my room all day, playing my bagpipes".

Watch out !!!



Please be advised that there is a 40Kmh speed limit within the Point Cook base and the Police are only too happy to take your picture and then make you pay dearly for the privilege!!!

Success of the Mosquito

The following article was submitted by member Mac Skinner

The Mosquito, conceived independently out of the lessons of our own experience, has proved an exceedingly efficient weapon and was the fastest aircraft in the war for two and a half years. It is certainly the most versatile.

The idea behind the Mosquito was that it should use speed for its protection and should be just large enough to fly a long distance carrying a useful destructive load yet just small enough to hold its own against fighters.

By realising these aims it achieved a significant economy of life and labour.

Had the Mosquito served in no other function but reconnaissance it would be said to have done a fine job for the Allied cause, for photographic intelligence has in a large measure been responsible for our victory over the enemy.

The Mosquito has undertaken the major part of all the long-range photographic and meteorological reconnaissance of the continent of Europe, and of vast areas of south-eastern Asia. It has been extensively used by the United States Air Force for similar work.

On the other hand, if the Mosquito had been based, as a pathfinder and nothing else it would have made a great contribution to the defeat of Germany. For the Mosquito has been carrying the most important of all the remarkable pathfinding apparatus, and did most of the target marking which made possible the destruction of the great arsenals of Germany.

All the primary marking for D-Day was done by Mosquitoes.

Besides reconnaissance and pathfinder duties, the Mosquito has served in many other important

roles.

As a pin-point day bomber, sufficiently fast and manoeuvrable to attack at roof-top height, it has struck many precise blows, picking out individual factories and installations, German military and Gestapo headquarters buildings, often among other houses in the streets of occupied cities, and destroying them with a minimum of surrounding damage.

As a night bomber it has proved especially effective and economical, carrying to Berlin as big a load as some contemporary four-engine bombers requiring large crews and a fighter escort, yet with an exceptionally low casualty rate. In the final 36 consecutive night bombings of Berlin, Mosquito losses, in thousands of sorties, were about one-half of one per cent.

As a fighter, the Mosquito has, since 1942, taken over the main responsibility for the night defence of the British Isles.

Its high speed not only baulked every German attempt to raid this country, even using, fast aircraft with a small load (in emulation of the Mosquito bombing technique) but enabled Mosquitoes to shoot down 600 flying bombs in the first and worst 60 nights of the menace.

As a fighter and fighter-bomber the Mosquito has also done valuable intruder work against enemy night-fighter defences, communications, and troop movements, especially during the great retreats across France and across Germany, and against the Japs in Burma.

Against U-boats and shipping and their defending aircraft, both on ocean patrol and in defended coastal waters, the Mosquito has accomplished much destruction with 20mm and six-pounder guns,

with bombs, and with rocket projectiles. Its speed and manoeuvrability make it effective for low-level minelaying in narrow waters, such as the Kiel Canal.

For high-speed military communications as well as for civil airline duty across enemy territory it has done work that no other aircraft could perform, making many remarkable flights.

It has lowered the time for the Atlantic crossing progressively down to about five and a half hours. It has flown to Egypt in five and a half hours, and to India in twelve and a half hours.

It has frequently flown to Russia and back in a day, and during the Moscow conference Mosquitoes made 21 single trips between England and Moscow in 11 days, each taking only about five hours.

Also during the Yalta conference the Prime Minister's correspondence and his London newspaper were delivered to him every morning by Mosquito aircraft.

Mosquitoes have been in action against the Japs for two years, and, in still more advanced versions, will take a leading part in the final Pacific campaign.

About 6,000 Mosquitoes have so far been built.

Great Predictions

Well informed people know it is impossible to transmit the voice over wires and if possible to do so, the thing would be of no practical value.

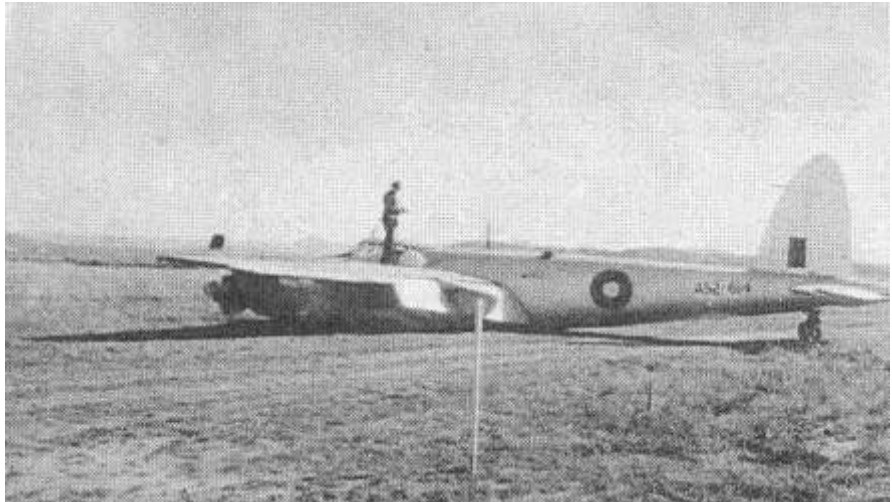
The Boston Post, 1865

Letters to the Editor

Member Keith Chew is keen to know the place of the crash and the crew who were in the A52 614 shown.

If anyone has any information please contact him:

Keith Chew
6/39 Lennox Street
Richmond
NSW 2753



Member Allen Alcock writes:

Upon reading "A Time for Reflection" in a previous bulletin, brings back memories of a Mosquito aircraft crash.

It was on a bright sunny afternoon on Kings Birthday weekend at 2:30 pm 1943 when a Mosquito aircraft took off from Bankstown Airport. Upon reaching 750 feet the aircraft blew up.

One engine fell approximately 20 yards from where I

was standing and the other engine fell on a timber constructed bridge in Daisey Street, Milperra, NSW.

The two pilots were cut up in small pieces and collected by RAAF personnel. Does anyone have any records of this incident? A terrible disaster.

Surely these two pilots deserve a proper service and a plaque erected in Edgar Street, for their contribution of Service in a Mosquito aircraft?

P.S. This Mosquito was from England.

Another article from Allen:

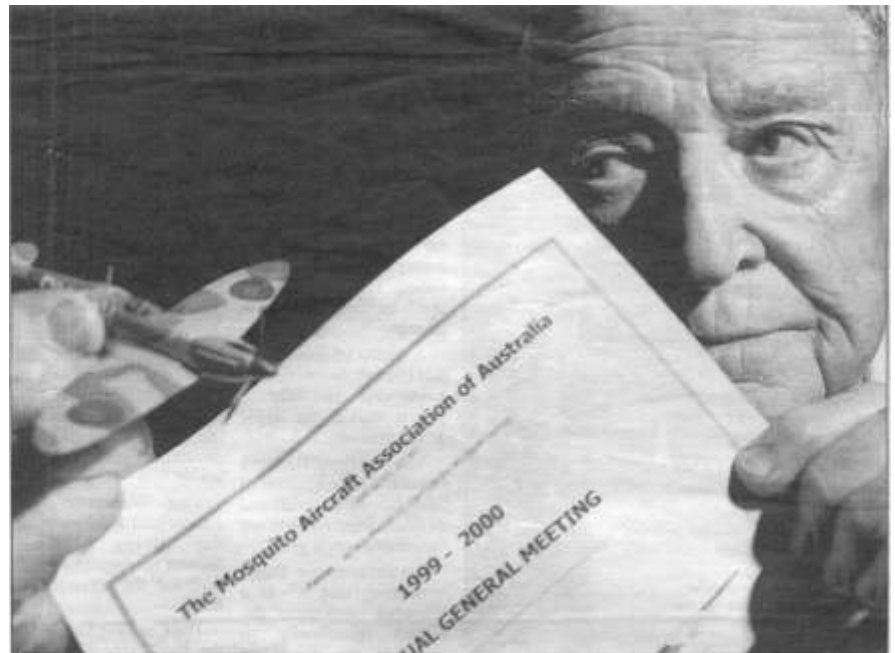
Allen has been on a membership drive around his neck of the woods in New South Wales.

He managed to get a large article in the "Liverpool Leader" newspaper in November 1999.

We hope it attracts members who are not too confused about Allen's artistic license – is it a Mosquito modified to look like a Spitfire?

Many thanks to Allen who contributes many more articles than ever see the light of day in a Bulletin.

You know you're getting old when being young at heart doesn't change the fact that you're old everywhere else.



Mosquito Aircraft enthusiast Allen Alcock

Photo: DEAN MARZOLLA

Buzz word's Mosquitos

Help Please

Brian Fillery asks:

"Does anyone know what gunsight was fitted to the Mosquito. I have a note that a modified GM1 was fitted experimentally that gave a crude HUD. It was quite possibly the GM1 was the normal fitting but I can find nothing on this."

If you can help please contact Brian at:

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

Point Cook Roster

Graeme Coates is still looking for further assistance at Point Cook. Here is the roster with the volunteers.

Please call Graeme on **(03) 9428 2324** to get **your** name in one of the squares.

Remember that Tuesday, Thursday and Sunday are the days the Museum flies their aircraft, so come along, work and watch. An offer too good to miss !!

	1st Week	2nd Week	3rd Week	4th Week
Sun	Glynn Davies Don Taylor	Glynn Davies Graeme C	Glynn Davies Don Taylor	Glynn Davies Graeme C
Mon				
Tue	Graeme C	Graeme C	Graeme C Les Phillips LindsayCollins	Graeme C
Wed			Graeme C Bruce Peggie John Collins	
Thu				
Fri				
Sat	Glynn Davies Graeme C Roy Urand Bob Stevens	Glynn Davies	Glynn Davies	Glynn Davies

Trilogy CD

A Compact Disk (CD) called "**TRILOGY**" has come across the editor's desk, here is the Forward from the booklet supplied with it:

This CD "TRILOGY" was three and a half years in the making so as due respect could be given to all members of our Australian Military Defence Forces who had fought and served, and to those members still serving.

Strobe Records Australia will donate 50c of the wholesale price of all CD's sold of "TRILOGY" to Legacy and 50c also to the Rotary Foundation towards the building, restoration of first-aid stations and the provisions of medical supplies along the 'Kokoda Trail'.

The 'Kokoda Trail' even though it has been turned into a tourist attraction, is still bloody treacherous.

The recording consists of four tracks:

1. TRILOGY (13:58)
2. Kokoda Trail – Wayne Nettle (4:42)
3. Young Years – Damian Deane-Johns (3:53)
4. Off to War – Shane Wilkinson (5:23)

The recording can be purchased for the princely sum of \$5.00 p&p from:

Graham Braddock
"Slipstream" Archives Association Inc.
62 Pownall Crescent
MARGATE Qld 4019

Vale

It is with deep regret that we must announce the passing of the following Foundation member.

RJ (Ron) Skinner
 of
 Traralgon, Victoria

Our sincere condolences go to his wife Valda.

Letter from the President

To all members

Upon receiving a letter from a member sent to the association's secretary, I find or believe that members do not fully understand just what type of project, we as an association, have taken on. Firstly the association was formed to assist with the preservation of a very important aircraft and to assist in all aspects with help in any way to carry this out, namely A52-600. It has been reported in the past, and can be seen of the most important work that was, and has been carried out on A52-600 at RAAF base Richmond NSW. If any person comments on the project, it is entirely their own opinion not that of the association. As to the money donated to the association in the past and hence forwarded to the RAAF, since the last general meeting this has now been fully ratified. Hence the association now believes and is satisfied the money has been well used to help with associated work related to the restoration of A52-600. Hundreds of photos, plans, reports, copies, etc are now currently being cataloged and with co-operation of members and the RAAF museum personnel this will hopefully be completed within the next 6 to 8 months. Further more, I must stress that the museum staff have been extremely helpful with all and any requests made by the association. Communications between RAAF museum staff and the association committee members is excellent. All members within the association (and museum staff) are important to the restoration to A52-600. The RAAF museum has requested that any viewing of A52-600 must be preplanned and is preferable that the request comes via the association; the reason being is safety of the visitors and security of the valuable assets in the aircraft hangers.

Roy Urand – President

Escape from Colditz Castle – contd

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stockings, a dress, and a watch. One of the days the men were allowed to march down to the park, Boulay had his dress and stockings hidden under his coat. As they marched on the path, there was a curve in the road which gave the men 10 seconds to take off the coat, pull up the stockings, strap on the watch and place the wig and hat on unseen. Boulay then turned around to walk in the opposite direction as the men were marching. When he passed the Germans his watch fell off and the German guard ran after Boulay, yelling "halt" so the guard could give the watch back to the "woman". Boulay thought he had been caught so he took off the hat and wig. The German guard, startled by finding a man instead of a woman, took Boulay back to Colditz.

One successful attempt occurred in 1942 when six prisoners escaped. One of the prisoners was able to make keys to the commandant's office where uniforms were stored. The prisoners pried up the flooring beneath the commandant's desk, which let them into a crawl space below where they

could dig through a wall into a storage shed. After two nights work the six dropped into the shed, changed clothes into two German officer uniforms and the other four posed as Polish prisoners from in town. On occasion, a small group of these prisoners were brought to the shed to bring supplies back and forth in wooden boxes. At 7:00 AM they unlocked the shed and headed down the hill to the guardhouse. The prisoners saluted and they all walked through. Only two of the six, a Dutch and a British officer made it to Switzerland, the others were recaptured.

I enjoyed writing this paper because I actually got to go to the camp and walk in places where the men walked and saw the things that they saw when they first came in to the camp. I got to see actual escape equipment in a museum in the castle and saw part of the French tunnel in the chapel. The tour guide even offered to sell me Colditz for 1 mark (60cents) but there was a catch. Whoever buys it must restore the castle, which would cost millions.



Straw mattress ladder used for escape, found in Feb 1942.

Escape from Colditz Castle – contd

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sic, teach other languages, or exercise. At 12:30 the prisoners had lunch consisting of thick barley gruel. The afternoon pastimes included fencing, volleyball, boxing and stool ball. Stool ball was a game that the British made up for entertainment. It consisted of two sides. Each side could have up to 30 people at a time. The objectives of the game were to hit the other teams stool with the ball. Anything went but nobody was ever seriously injured although after the game everybody's clothes were torn to shreds. Three times every week for two hours a day, prisoners were marched to the wooded grounds below the castle but in the external walls. Prisoners usually played soccer. Chess and cards were played until lights out at 9:00.



Mock uniforms were developed using this home-made sewing machine.

Hundreds of escape attempts were made from Colditz. More than 130 prisoners were able to get clear of the castle but only 19 made home runs. A home run is the prisoners' term for escaping all the way home. Escape was on everyone's mind and many plans were going on at once. To prevent problems an escape officer was appointed in each group. The escape officer knew all the escapes that there were going to happen so no escapes could overlap. Each nationality had their own escape officer. As if escaping from Colditz wasn't difficult enough, Colditz was 400 miles deep into Nazi territory. A common escape route was constructing a tunnel.

One of the incredible, but unsuccessful tunnels was constructed by the French. The French started construction on the tunnel 8 months before all the French were

scheduled to leave to other camps. French quarters were on the fourth floor and provided a problem for the French. There was an empty clock tower on the left-hand side of the courtyard as you walked through the gates. The French could climb down the clock tower by means of bed sheet ladders, at the bottom they started digging. At the beginning of the tunnel, nine people were in on it. Towards the end 30 people were working on it. There were three shifts and they worked day and night by means of

lights supplied by the prisoners branching electricity off the Chapels main circuit box. During the day the men would work in between appells. The tunnel was only big enough for one person to dig, therefore one person would dig and others would load dirt and

place it on a wood sled. The sled was made for the men to haul dirt to the horizontal part of the tunnel. Then the other person would hook the bag on to a piece of rope. At the top of the clock tower there was a pulley that used to hold chains for the clock. Then from the clock leftovers they made an electric motor that would pull up the dirt to the fourth floor. The men would dump the dirt in the attic.

The Germans had heard tunneling and while the Germans looked for the tunnel the French stopped working with only five more yards to dig. Work started again but the Germans made a surprise visit at the top of the clock tower and though they thought they heard something like a cough, the Germans did not see anyone. A few minutes later they arrived again with a small boy, a torch and a long piece of rope. They began to

lower the boy down and at the time there were three men at the tunnel entrance with bars made for digging and when the boy came down he screamed, "help, help, there are people down here". The Germans quickly pulled the boy up as the three men smashed through the wall next to them and into a bathroom in the sick ward. They then left the building undetected but the whole tunnel was discovered.

Another unsuccessful French escape was called the Rhine maiden. The Rhine maiden was actually a



French man named Boulay. Boulay had his wife send him a wig,

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New Member

Welcome to our latest member :

RF (Bob) Helmore
of Katunga Victoria

(03) 5864 6470

Service History:

LAC - Leading Aircraft Fitter 2A
RAAF Bankstown, Sale 3 B.A.G.S.

Thanks to association member
Max Boase introducing Bob.