

# The Aussie Mossie

NUMBER 41

DECEMBER 2004

## A52-600 will wag her tail again

A Christmas present came early this year to A52-600 — the missing piece that will permit the fuselage to be reconnected to the reconstructed tailplane.

Father Christmas and his helpers have painstakingly worked over the past months on creating the jigs to not only build the missing 'plug' but also support it in position while

facilitated by building intermediate 'bulkheads' to keep her in shape and remove the slight kink in her back.

The photo shows the three principal workers responsible for the feat of engineering (given that they started with little knowledge of the Mossie and have had to build just about everything required in the reconstruction).



it is intricately joined to the rear of the existing fuselage.

Many years have taken its toll on the existing fuselage and part of its skin will be peeled back to splice the new piece on. The new piece has highlighted that the existing fuselage is slightly out of shape and will require some minor adjustments, this will be

From the left is Ron Gretton, Brett Clowes who is in charge of the project for the RAAF Museum and Geoff Matthews.

Some other photos are inside this publication to fully appreciate the work achieved.

Excellent work fellas — Merry Christmas and Happy New Year to you and all the readers.

## The President's Log—by Alan Middleton



Restoration of A52-600 continues at the RAAF Museum Pt Cook and I commend Geoff Matthews and Ron Gretton on the way they solve problems as they arise. Each week sees an advance and it is encouraging to see the progress made.

Our small band of Members continues to perform various tasks which we hope are of assistance, particularly the computer buffs who spend hours compiling a very comprehensive database of the thousands of bits and pieces which combine to make the whole.

The AGM was held in August and your outgoing Committee became your incoming Committee so we must be doing something right. Alternatively, nobody else is itching to become involved, but we will always be prepared for others to volunteer and would make them welcome.

On your behalf I thank your Committee, particularly Bob Stevens, your Secretary etc. without whom we would be out of action. In fact, all Committee Members devote considerable time to Association matters in various ways.

Some time ago Pat Dulhunty, our specialist welder, had an incident at his workplace which caused him some discomfort, but is now back at work and has appeared at Pt Cook several times, just to ensure the restoration is progressing as he would like. Our best wishes go to Pat for a complete recovery and also to his wife, Carmel, who has been of tremendous support to Pat during his time of difficulty. Pat has indicated that he will be back welding in the new year and everyone at Point Cook will be

breathing a sign of relief.

No doubt you read of the demise of Keith Miller, an Australian cricketer of renown and also a former Pilot on Beaufighters and Mosquitoes in UK. Keith flew with 169 Squadron towards the end of the war, a Squadron operating as Bomber Support and according to his wartime buddy, Gus Glendinning, who now lives in Perth, Keith flew with the same flair for which he was known in his cricketing days.

Gus recalled to me some of Keith's interesting activities, but threatened my well being if I made them public. I thank Gus for his memories and respect his request. He also told me he and Keith were the only Australians on 169 and he has never met another Mossie Pilot in WA.

Perhaps Lyall Bell may be able to track him down.

We were delighted to receive copies of a small booklet on the RAF career of Sqdn. Ldr.

Robert C. Muir DFC, who flew as a Navigator with 605 Sqdn. "County of Warwick". If anybody would like to borrow this booklet please let me know.

Sqdn. Ldr. Muir was interested to learn of the restoration of A52-600 and requested photos of the project which have been sent to him. He is now 95 years of age and still retains his interest in the Mossie.

Committee Member, Terry Burke has raised the point of historical interest that a Mossie from 87 Sqdn. at Coomalie Creek may have flown the last operational sortie of the RAAF in August 1945, being recalled after takeoff as peace had been declared.

Terry is researching this and is contemplating a return to Coomalie in 2005, 60 years after the event.

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## Mossie activity at the RAAF Museum



## The President's Log—by Alan Middleton

*(Continued from page 2)*

One of the aspects of our Pt Cook activities is to develop our collection of photos etc. into a catalogued facility. If anybody has material which would be suitable for this and wants to give it a good home, please let us know.

We were sorry to hear that the Mosquito Association of UK has disbanded due to the ravages of

time. We hope our Association will continue to survive as we believe it is important for the role the Mosquito played during WWII should be preserved.

With the festive season and the start of a new year upon us, please accept my best wishes for all your endeavours for 2005 and beyond.

Alan Middleton

Most dust particles in your house are made from dead skin.



## Mossie Data by Brian Fillery

### Mosquito B Mk IV.

**Description:** Bomber  
**Engines:** Merlin 21, 23  
**First flight:** September 1941

**Wing Span:**  
 54ft 2ins  
 (16.45m)

**Wing Area:**  
 454sq ft  
 (42.2sq m)

**Length:**  
 40ft 6ins  
 (12.34m)

**Height:**  
 15ft 3ins (4.65m)

**Weight:** 13,400lbs (6,078kg) empty  
 21,462lbs (9,734kg) auw  
 22,570lbs (10,237kg) max

**Fuel:** 690 gallons (3136 litres)

**Oil:** 44 gallons (200 litres)



**Speed:** 385mph (619kph) max  
 265mph (426kph) cruising

**Ceiling:** 27,000ft (8229m)

**Max Range:** 1,180 miles (km)

**Weapons:** Unarmed.

**Bomb Load:** 2,000lb (907kg)

**Notes:** Conversion of PR I airframe.  
 Short nacelles. 9 produced.

Re-designated B Mk IV Series  
 prior to Sqdn service.

*NB: Mosquito data from various sources  
 is often contradictory.*

## Bulletin Items, Historical Information

As mentioned in the "President's Log" in this Bulletin, the Association through two of its Committee members, David Devenish and Murray Smith are commencing a project to catalogue and preserve historical information through the guidance of the RAAF Museum.

If you have any items that you deem to be of this nature and wish to send it or bequeath it to the Association, we will ensure it is suitably stored for posterity and future research.

If there is a history to the item(s) please include a written account and a tape recording with it.

The editor of this Bulletin is also very interest-

ed in receiving any items suitable for publication.

Why not send in an account of your exploits?

If you wish to send items already published please include a full description of the items authenticity, such as publisher, title, edition etc.

Without your input it is difficult to keep producing this Bulletin and the editorial staff of one does not have a great deal of spare time to research or write items.

Hope you can help out on one or both accounts.

Merry Christmas.

Ed.

## Strange Signs

### *In a restroom:*

TOILET OUT OF ORDER... PLEASE USE  
FLOOR BELOW

### *In an office:*

WOULD THE PERSON WHO TOOK THE STEP  
LADDER YESTERDAY PLEASE BRING IT  
BACK OR FURTHER STEPS WILL BE TAKEN

### *In another office:*

AFTER TEA BREAK, STAFF SHOULD EMPTY  
THE TEAPOT AND STAND UPSIDE DOWN  
ON THE DRAINING BOARD

### *Outside a secondhand shop:*

WE EXCHANGE ANYTHING - BICYCLES,  
WASHING MACHINES, ETC. WHY NOT  
BRING YOUR WIFE ALONG AND GET A  
WONDERFUL BARGAIN?

### *Notice in health food shop window:*

CLOSED DUE TO ILLNESS

### *Spotted in a safari park:*

ELEPHANTS PLEASE STAY IN YOUR CAR

### *Seen during a conference:*

FOR ANYONE WHO HAS CHILDREN AND  
DOESN'T KNOW IT, THERE IS A DAY CARE  
ON THE 1st FLOOR

### *Notice in a farmer's field:*

THE FARMER ALLOWS WALKERS TO CROSS  
THE FIELD FOR FREE, BUT THE BULL  
CHARGES.

### *Message on a leaflet:*

IF YOU CANNOT READ, THIS LEAFLET WILL  
TELL YOU HOW TO GET LESSONS

### *On a repair shop door:*

WE CAN REPAIR ANYTHING. (PLEASE  
KNOCK HARD ON THE DOOR - THE BELL  
DOESN'T WORK)

### *In a London department store:*

BARGAIN BASEMENT UPSTAIRS

### *In a Laundromat:*

AUTOMATIC WASHING MACHINES...  
PLEASE REMOVE ALL YOUR CLOTHES  
WHEN THE LIGHTS GO OUT

## Bureaucracy never changes

Letter allegedly written by the Duke of Wellington to the British Foreign Office in London from Central Spain, August 1812.

Gentlemen,

Whilst marching from Portugal to a position which commands the approach to Madrid and the French forces, my officers have been diligently complying with your requests which have been sent by H.M. ship from London to Lisbon and thence by dispatch to our headquarters.

We have enumerated our saddles, bridles, tents and tent poles and all manner of sundry items for which His Majesty's Government holds me accountable. I have despatched reports on the character, wit, and spleen of every officer. Each item and every farthing has been accounted for, with two regrettable exceptions for which I beg your indulgence.

Unfortunately the sum of one shilling and ninepence remains unaccounted for in one infantry battalion's petty cash and there has been a hideous confusion as to the number of jars of raspberry jam issued to one cavalry regiment during a sandstorm in western Spain. This reprehensible carelessness may be related to the pressure of circumstance, since we are at war with France, a fact which may come as something of a surprise to you gentlemen in Whitehall.

This brings me to my present purpose, which is to request elucidation of my instructions from His Majesty's Government so that I may better understand why I am dragging an army over these barren plains. I construe that perforce it must be one of two alternative duties, as given below. I shall pursue either one with the best of my ability, but I cannot do both:

1. To train an army of uniformed British clerks in Spain for the benefit of the accountants and copy-boys in London or perchance,
2. To see to it that the forces of Napoleon are driven out of Spain.

Your most obedient servant.

American Airlines saved \$40,000 in 1987 by eliminating 1 olive from each salad served in first-class.

## Daylight Attacker

The following article is an excerpt from 'Men Behind The Medals' in the Flypast magazine. Graham Pitchfork details some of the flying exploits of Charles Patterson, who flew the Blenheim and Mosquito on hazardous daylight bombing operations

WITH WAR IMMINENT, 19-year-old Charles Patterson returned from his farming studies in Ireland to join the RAF as a pilot. He commenced his training in November 1939 and was soon offered a commission. On completion of a basic aircrew course at 5 Initial Training Wing based in a Hastings hotel, he left to commence pilot training on DH Tiger Moths at 12 Elementary Flying Training School at Prestwick. Patterson was allocated to a 19-year-old instructor, Sergeant Elder, and made his first flight in N9430 on June 18, 1940, and completed his first solo after ten hours of dual instruction. Barely six weeks later, he had completed the elementary course with 46 hours recorded in his logbook and an above average assessment.

The next stage of training was at 2 Flying Training School at Brize Norton, Oxfordshire, and Charles flew his first sortie in

Airspeed Oxford R6317 with Fit Lt de Sarigny on August 6, 1940. The young trainee pilots were suddenly introduced to the reality of war on August 16 when two Junkers Ju 88s wrought tremendous havoc on the airfield over a period of a few minutes. Two hangars full of Oxfords were hit and no less than 46 aircraft were destroyed in one of the most successful attacks against any British airfield throughout the war.

After 75 hours of instruction on the Oxford, Patterson was posted to Kinloss to learn to fly the AW Whitley at 19 Operational Training Unit. After a few sorties, it was clear that the Sft 6in (1.67m) Patterson was having difficulties with the rudder pedals and he was "taken off Whitleys due to shortage of stature." This pleased him a great deal since he had always wanted to fly the Bristol Blenheim, and he was promptly sent to Upwood, Cambs, and to 17 OTU to con-

vert to the type. He flew his first sortie with Fit Lt Derek Rowe DFC, a 21-year-old 'veteran', and soon afterwards formed his own crew with Sgt Shaddick as navigator and Sgt Griffiths as air gunner. The latter would fly all his operational hours with Patterson. After some 70 hours flying, Patterson completed the course, was commissioned as a Pilot Officer and posted with his crew to 114 Squadron flying the Blenheim IV at Thornaby on Tees-side.

By the time Patterson had finished his training at the OTU in April 1941, the fear of a German invasion had abated but the threat from the U-boat menace in the Atlantic was increasing. The aircraft of Coastal Command needed to be relieved of the onerous task of patrolling the North Sea in order to concentrate their operations against the U-boats. Consequently a number of 2 Group Blenheim squadrons were detached to the Command to take on the patrols over the North Sea. These included 114 Squadron, and Patterson flew his first war sortie, a convoy escort, on April 28, 1941, from Thornaby in V5888, an aircraft he would fly throughout his tour on the squadron.

Orders were given to the AOC 2 Group, Air Vice Marshal Stevenson, to halt the movement of all enemy shipping between Brittany and southern Norway 'whatever the cost'. To avoid detection by radar, aircraft had to at-



Patterson's Medals: DSO, DFC, 1939-1945 Star, Aircrew Europe Star with Atlantic clasp, Defence Medal, War Medal

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A Boeing 747s wingspan is longer than the Wright brother's first flight.

## Daylight Attacker—contd

(Continued from page 6)

tack at very low level and make the maximum tactical use of cloud.

The North Sea was divided into a series of 'beats' and these areas had to be patrolled constantly by groups of aircraft flying in line abreast so that any ship sighted would come under a concentrated attack. The weather had an impact on tactics and determined the number of aircraft allocated to a 'beat'. Patterson flew a number of these patrols off the Norwegian coast and, on one occasion, attacked a ship from 50ft (15m) during a patrol from Leuchars. In mid-June, he was tasked to look for the pocket-battleship Lutzow. He was flying close to the Norwegian coast nearing the end of his patrol when the ship loomed up in the twilight directly in front of him. He quickly turned away to avoid being engaged, and to make a sighting report by radio, which was passed immediately to the Bristol Beauforts of 22 and 42 Squadrons which were already airborne from Wick. A 42 Squadron aircraft attacked the capital ship and scored a torpedo hit amidships, putting the battleship out of action for six months.

All anti-shiping operations had proved extremely dangerous in the face of the increasingly powerful flak, and the Blenheims were gradually withdrawn and returned to 2 Group. Patterson had flown 26 patrols by the time his squadron flew in formation to West Raynham, Norfolk, on July 19 to re-commence 'Circus' operations against targets in northern France. He also found himself appointed as a Flight Commander and promoted to Acting Flight Lieutenant just three months after joining the squadron.

### BITTEN BY THE 'MOSSIE'

For the next ten months Patterson instructed on the Blenheim conversion Flight of 17 OTU at Upwood before returning to operational flying. After a brief spell flying Douglas Bostons with 88 Squadron, he transferred to 105 Squadron the first to be equipped with the DH Mosquito, and commanded by Wg Ceir Hughie Edwards VC DFC. The superior performance of the Mosquito soon became appar-



Charles Patterson was promoted to Squadron Leader at the age of 21 !

ent. Whereas a training navigation exercise in a Blenheim was a triangular route round the centre of England, the route in a Mosquito was a triangle around the British isles - and completed in a similar time.

After just three sorties on the Mosquito, Patterson and his navigator, Sergeant Egan, found themselves flying DK338 on their first operation. led by the legendary crew of Roy Raiston and Syd Clayton, they took off on September 22, 1942, for a low-level daylight attack against the coke ovens at IJmuiden,

dropping four 500lb GP delay-fused bombs in the face of intense light flak. Four days later, Patterson flew his second "daylight weather reconnaissance sortie requested operation, a by Air Marshal Harris who intended to mount a large raid with his heavy bombers that night. Flying at 25,000ft (7,600m) over Germany, the route took him to Magdeburg, Rostock, Kiel and Esjberg - a sortie completed in just over four hours and covering 1,200 miles (1,900km), the absolute

maximum range for a Mosquito IV. On landing, the crew were met by Hughie Edwards who explained that he was both delighted and surprised to see them back. Throughout the afternoon, the RAF listening posts had intercepted numerous German broadcasts scrambling fighters to engage the high-flying Mosquito - the only RAF aircraft over Germany that clay -

and Patterson and his navigator had been given up as lost. Throughout the flight, they had not seen a single fighter. By early October the second Mosquito squadron - 139 Squadron - had become operational and revised bat-tie orders were issued for the two Mosquito squadrons. Their primary role was to attack industrial targets deep in Germany, not only to destroy factories but also to act as nuisance raids to affect the morale of the civilian population. After nighttime raids by the

(Continued on page 8)



## Daylight Attacker—contd

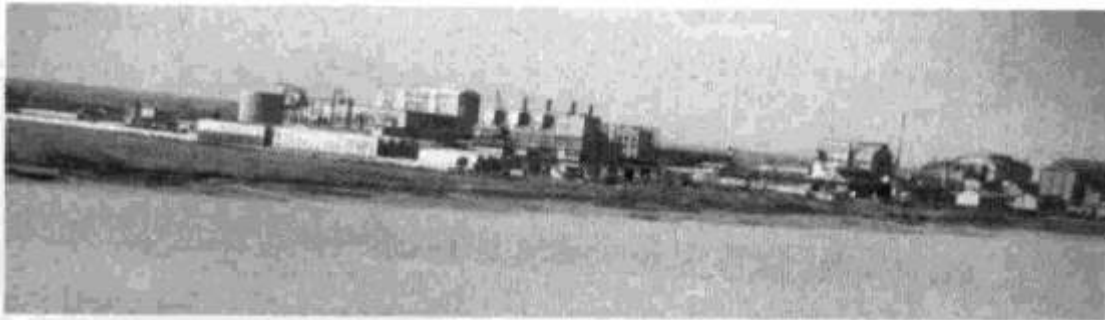
*(Continued from page 7)*

heavy bomber force, Mosquitos would return the following night.

The secondary role was the attack by small formations against specific industries. Patterson flew a number of sorties deep into Germany but by the middle of November, the two squadrons found themselves conducting a

ed. On November 20 he took off in DK338 to fly the sortie. His arrival took the Germans by surprise and they failed to intercept him and he was back at Marharn with his film two hours later. It was the beginning of an exceptional chapter in the remarkable operational career of Charles Patterson.

formation passed Woensdrecht, Bf 109s rose to intercept and two Mosquitos broke formation to draw the enemy fighters from the rest of the formation leaving Patterson to lead the second section. The heroic gamble worked and the Mosquitos attacked the northerly target unmolested. Three miles short of the target they pulled up to



*Expecting to see the damage caused by a force of Mosquitos, Patterson approaches the Paimbeouf petrol refinery on the River Loire. In the event, he was the only one to attack the facility.*

concentrated series of low-

level exercises. Unknown to the crews, HQ 2 Group was planning the most ambitious low-level daylight operation of the war: Operation OYSTER, the attack against the Philips radio and valve works at Eindhoven.

During the training period, Wg Cdr Edwards took Patterson on one side and told him that he had been 'selected' to fly a specialist reconnaissance task using a cine camera mounted in the nose of his Mosquito. He was to fly down the Scheldt estuary to the German fighter airfield at Woensdrecht taking films that would be used to brief the crews taking part in the forthcoming attack. However, to create the correct perspective, he would have to fly at 400ft (120m) and this would give the German radars ample warning of his approach. In his unarmed Mosquito he would have to rely on surprise and the aircraft's speed to avoid being intercept-

The plan for the Eindhoven attack was complex. The Bostons, Lockheed Venturas and Mosquitos of 2 Group had very different performances, yet the aim was to condense the attack into the shortest possible time. As a result, the Bostons were selected to lead the attack followed by the Mosquitos with the slow Venturas bringing up the rear. Ninety medium bombers were assigned to the task, with Spitfire and Mustang Wings required to provide escorts. The raid was planned to take place early during the morning of December 6 - a Sunday was chosen to minimise casualties amongst the Dutch work force who would be at home.

Hughie Edwards led the 12 Mosquitos, with Patterson flying at the rear of the second section. The cine-camera had been fitted in the nose of his aircraft and he was to film the attack as he dropped his 500lb bombs. As the

1,500ft (450m) to commence their shallow dive-bombing attack with their delay-fused bombs. Immediately after releasing his bombs and running his camera, Patterson broke to the north at treetop height and made his way home at low level. To avoid the enemy defences he flew north to the Zuider Zee and into the North Sea near the island of Viiehors - a tactic he would use on many more occasions.

Although the losses were high, the raid was a great success and the factory did not return to full production for almost six months. For his leadership of the Mosquito formation, Hughie Edwards added a Distinguished Service Order to his VC and DFC.

### FLYING CAMERA

Shortly after the raid on Eindhoven, Patterson was told that he would be the RAF Film Unit's

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When the bosses talk about improving productivity, they are never talking about themselves.



## Daylight Attacker—contd

*(Continued from page 8)*

pilot and he was sent to Hatfield to select a Mosquito IV to use for all his future sorties. He selected DZ414, which became 0 for Orange and he would fly the rest of his many operations in the aircraft. On February 13, 1943, he took it to Lorient on its first operation following behind the main attack force. It was the beginning of a remarkable career for the aircraft which flew 24,000 operational miles (38,600km) during the war. Patterson flew virtually all the sorties in the aircraft amassing 20,000 miles (32,000km). It was always armed with four 500lb bombs and Patterson flew a few minutes behind the main formation - by which time the enemy defences were alerted - dropping his bombs as the cine camera recorded the raid.

The low-level raids were sometimes interspersed with high-level nuisance raids and Patterson took DZ414 to Berlin -to disrupt Hitler's birthday party celebrations on April 20. At 20,000ft (6,000m) the aircraft was jolted by a flak burst. On return, it was discovered that the

near Metz. The formation was led by one of the RAF's outstanding low-level crews, Reggie Reynolds and Ted Sismore, with Patterson bringing up the rear with his camera-equipped Mosquito. It was a clear spring day as the Mosquitos flew low over the English Channel and, after clearing the flak batteries on the coast, a long low-level route was flown over France to the target, dog-legging every few minutes to confuse the German radar and tracking system. The aircraft reached the target unscathed and pulled up to 300ft (90m) to drop their bombs and for Patterson to run his camera. Instead of turning north-west to re-trace their steps, the Mosquitos headed due north to fly through Luxembourg, Belgium and Holland before exiting at the Zuider Zee and turning for home. The attack had been timed for early evening and much of the route home was flown in darkness. After a four-hour flight, and over 1,000 miles (1,600km), all the Mosquitos returned safely.

By the end of May 1943 the Mosquitos had been operating for a year, and they rounded off

more, took part with Patterson occupying his usual role as Film Unit pilot at the rear. The sortie involved almost three hours of daylight flying over Germany, covering 1,000 miles.

The Mosquitos routed across the Zuider Zee and to the east of the Ruhr and they saw plenty of evidence of the Darn Busters attack that had taken place a few days earlier. As the aircraft crested a hill near the Eder Dam they encountered flak and there was a huge fireball as two Mosquitos collided. The weather soon deteriorated and the aircraft split up in cloud. Patterson pressed on according to his flight plan and descended when he should have been approaching the target. He broke Some of the Mosquitos attacked the primary target in very poor weather and against heavy flak. Two more were lost and others damaged, with some crews wounded, including the leader Wing Cdr Reynolds. It was the last raid flown by 105 Squadron before it was transferred to the light Night Striking Force. As the Film Unit pilot Patterson no longer had a role so throughout

June and July he flew on night nuisance raids against Berlin, Hamburg and Dosseldorf



No. 105 Squadron Mosquito IV DZ414 '0 for Orange' This was Charles Patterson's cine camera equipped aircraft in which he flew some 20,000 miles during operational sorties.

tailplane had been hit and just one strand of the elevator control cable remained intact! May saw the return to low-level operations and Patterson took part in a particularly successful attack on the rail yards at Thionville

their campaign on the 27th with the deepest-ever daylight penetration of Germany, with an attack against the Schott glass works and Zeiss optical works at Jena near Leipzig. Fourteen aircraft, led by Reynolds and Sis-

bombing from 25,000ft (7,600m).

Although 2 Group had lost its Mosquitos it gained a new Air Officer Commanding, the leg-

*(Continued on page 10)*

If at first you don't succeed, try again. Then quit. No use being a damn fool about it.

## Daylight Attacker—contd

(Continued from page 9)

endary and much revered Air Vice Marshal Basil Embry. He was a great advocate of low-level operations and he soon arranged for Patterson, and his O for Orange, to be returned to the Group to continue with his film work. His was the only Mosquito in the Group and he was attached to Swanton Morley, the home of two Boston squadrons. He was sent for by the AOC and Patterson explained how the Mosquito could be used, receiving the AOC's agreement that he could plan his own routes and timings.

Patterson flew his first raid under the new arrangements on August 16 when he followed 40 Bostons attacking the large steel works at Denain in northern France. He arrived 20 minutes after the Bostons, dropped his bombs, all with varying time-delay fuses to create maximum disruption, flew between the chimneys as he took his cine

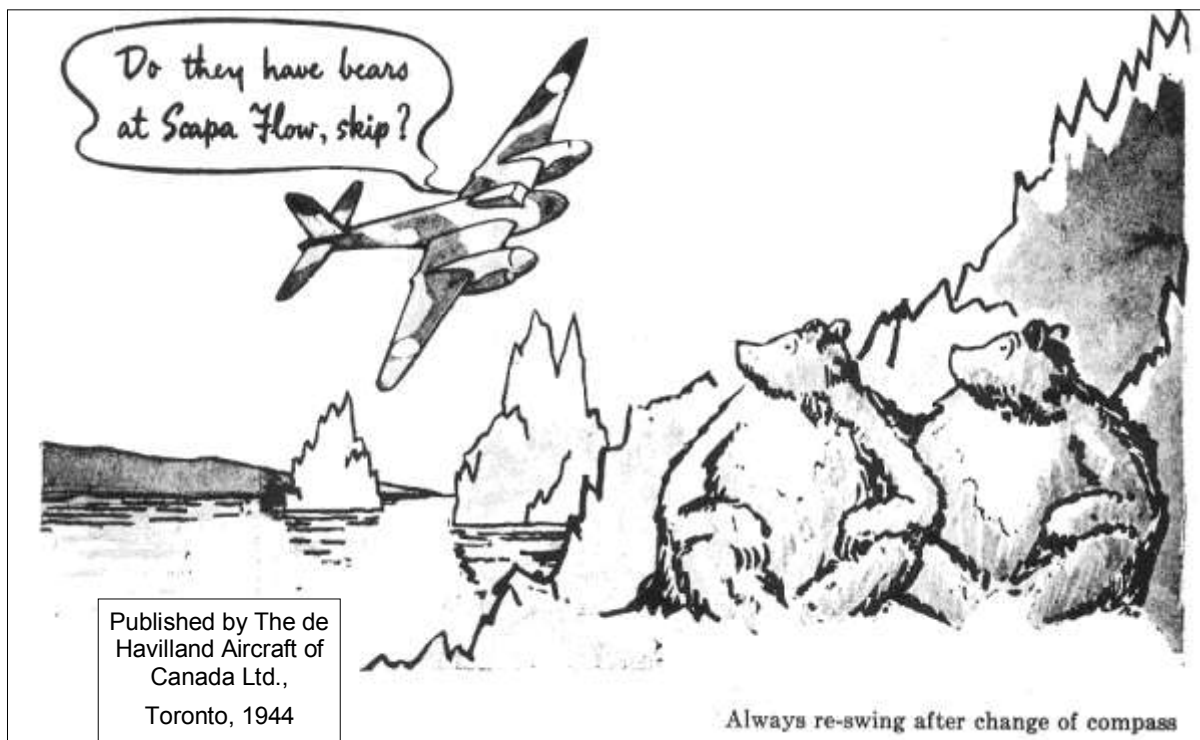
film and returned by a devious route through Belgium. His films showed spectacular cloud in very poor visibility and found a town, which he could not recognise. The town turned out to be Weimar and it had a large railway station with two stationary goods trains. He turned to attack them, and scored direct hits, when 'ai 1 hel 1 let loose' as he encountered intense small calibre flak. He descended even lower and flew down valleys until he broke clear before heading west for the long flight home through darkening skies and the welcoming flashing lights as the Dutch people opened and shut their house doors as a signal of friendship.

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(Continued on page 11)



There will always be beer cans rolling on the floor of your car when the boss asks for a ride home from the office.

## Daylight Attacker—contd

*(Continued from page 10)*

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Patterson flew his first raid under the new arrangements on August 16 when he followed 40 Bostons attacking the large steel works at Denain in northern France. He arrived 20 minutes after the Bostons, dropped his bombs, all with varying time-delay fuses to create maximum disruption, flew between the chimneys as he took his cine film and returned by a devious route through Belgium. His films showed spectacular damage and were used widely by the newsreels. More importantly, it convinced Basil Embry of the value of the cine camera-equipped Mosquito, and Patterson was to spend much of the rest of his operational career in the same role. The AOC also recognised that the Ventura-equipped squadrons were incapable of carrying out his low-level tactics, and they started to convert to the Mosquito VI. As the most experienced Mosquito pilot in the Group, Patterson found himself attached to the Mosquito Training Flight at Sculthorpe in Norfolk, where he was heavily involved in converting the pilots of 21, 464 (RAAF) and 487 (RNZAF) Squadrons to the Mosquito.

During this training period, Patterson was tasked with flying on two raids, the first mounted by the newly-converted 464 and 487 Squadrons on which the AOC took part as Wg Cdr Smith - he was wanted by the Gestapo for the murder of a sentry during his escape after being shot down over France in May 1940. Patterson followed 464 to their target a power station in Brittany, France during late 1943 indicated that the Germans were

preparing launching sites for pilotless aircraft -the V-1. Instructions were given to 2 Group to concentrate on these new targets and almost 5,000 sorties were flown during the next six months. Patterson flew his first sortie on December 21. He went ahead of the main formation, which, once again, included Wg Cdr Smith, to a site near Dieppe but the weather thwarted the Mosquitos. The following day he set off ahead of the squadron to film a site in the Pas de Calais, which he bombed and then returned before it was attacked by the rest of the squadron. Two days later he was filming a site at Pommerval when he saw a flak position was engaging the main bomber force, and he immediately attacked it, with his bombs putting it out of action. Over the next few weeks Patterson attacked another eight rocket sites, often leading the squadron and at other times, taking his Film Unit aircraft.

During February 1944 Patterson was at home when he received a telegram informing him that he had been awarded the Distinguished Service Order, a rare distinction for a junior officer. Group Captain Pickard, who was his Station Commander, had written, "I can think of no more deserving case for the award of the DSO. Air Vice Marshal Embry wrote, "Flight Lieutenant Patterson has shown outstanding devotion to duty and a complete disregard for his personal safety in his keenness to complete his allotted missions successfully. He has flown 69 sorties; many of these have been carried out at low level in the face of heavy opposition. I consider he well deserves immediate recognition and the award of the Distinguished Service Order. He re-

ceived a number of telegrams of congratulation but none pleased him more than the one from his old boss, Gp Capt Hughie Edwards: 'Well deserved./ am more than pleased.'

While on leave, his Flight of 487 Squadron breached the walls of Amiens jail, and a colleague flew his O for Orange to capture on film the famous results of this unique raid. Sadly, his Station Commander, Group Captain Pickard, who had so recently recommended him for the DSO, failed to return. Patterson returned from leave to find that he was to be rested after almost three years of continuous operations and he was posted to the staff of 2 Group. However, his appetite for operations did not diminish and he managed to fly three more.

After an unofficial sortie, with a former student, just after D-Day in a Mitchell to bomb the Headquarters of the German's 21st Panzer Division, Patterson flew down to Northolt to be re-united with his O for Orange. On June 10 he flew across the Channel to take film of the first Spitfire squadron to land in Normandy, before flying round the battle area at 500ft. On June 25 he was tasked to obtain cine film of Cherbourg just before the American Army entered the city. The weather prevented him taking film but he returned two days later during the final mopping-up operations when he made a number of photographic runs at 300ft (90m). At briefing before the flight he had been told that there would be no opposition so was flying slowly. After his third run he came under fire from a light flak battery. He opened up to full power and

*(Continued on page 14)*



## Wal Sant Remembered

This article about member Wal Sant was sent in by his daughter Helen, she has generously taken over his membership.

Dad joined the RAAF in 1940 and served until 1946 and was stationed in places as wide ranging as Batchelor, Groote Eylant and Cootamundra.

He said he never fired a shot in anger, and enjoyed his time in the services and the way he told it, spent more time playing up than actually doing war stuff.

He told us that one day when he was in the Northern Territory, he was supposed to be acting as a lookout because there was an air raid expected.

He was told to stay in the trench, but as there had been plenty of false alarms, thought it'd be much more comfortable to stay in the tent where there were supplies and a fairly comfortable bunk. As soon as the Tommy Guns started, he made a dive for the trench and found it to be quite comfortable, thank you very much.

Dad was in the 87<sup>th</sup> Mosquito Squadron and made the rank of Sergeant. He became a member of the Mosquito Association when it was formed and maintained a strong interest in the projects they undertook.

Dad was proud of his 87 Squadron and the Mosquitoes. His war stories were always positive and he had great respect for the airmen in his squadron.

He told us a story about Allan Davies and an-

other fellow returning from Moratai. They were flying high and the aircraft iced up. Allan managed to get it out of the dive it had gone into and they carried on to Coomalie.

One of the pilots was a bit of a wag, and used to "buzz" the camp. He was always getting into trouble for it. One day Dad was with him when he decided to put on a bit of a display and show everyone just what the plane was capable of. Dad said he was never so glad to touch the ground after that trip. He marveled at the talent of our pilots.

Another story was about one of the 87 Squadron Mosquitoes having to ditch on the way back from Java. They made it to land in the inflatable raft and Dad thought that an aborigine from Drysdale Mission found them and led them to safety. Apparently they could not radio for assistance before they ditched, because the Mosies only had one generator and that was on the engine that had failed.

*(Dad said that Kim Bonython and Ron Langford would be familiar with this story.)*

Dad also told us he was sure that 87 Squadron never lost anyone through enemy action.

We had the opportunity of purchasing a copy of the print "Mission Completed" earlier this year and Dad loved it. It occupies pride of place over our fireplace and is a great conversation piece for visitors, especially when they hear the story which goes with it.

## Only in America

A Charlotte, NC, lawyer purchased a box of very rare and expensive cigars and then insured them against fire among other things.

Within a month having smoked his entire stockpile of these great cigars and without yet having made even his first premium payment on the policy, the lawyer filed a claim against the insurance company. In his claim, the lawyer stated the cigars were lost "in a series of small fires."

The insurance company refused to pay, citing the obvious reason: that the man had consumed the

*(Continued on page 13)*

I love deadlines. I especially like the whooshing sound they make as they go flying by.

**Only in America — contd**

*(Continued from page 12)*

cigars in the normal fashion. The lawyer sued and won!

In delivering the ruling, the judge agreed with the insurance company that the claim was frivolous. The Judge stated, nevertheless, that the lawyer held a policy from the company in which it had warranted that the cigars were insurable and also guaranteed that it would insure them against fire, without defining what is considered to be unacceptable fire, and was obligated to pay the claim. Rather than endure lengthy and costly appeal process, the insurance company accepted the ruling and paid \$15,000 to the lawyer for his loss of the rare cigars lost in the "fires."

**NOW FOR THE BEST PART**

After the lawyer cashed the check, the insurance company had him arrested on 24 counts of ARSON! With his own insurance claim and testimony from the previous case being used against him, the lawyer was convicted of intentionally burning his insured property and was sentenced to 24 months in jail and a \$24,000 fine.

This is a true story and was the 1st place winner in the recent Criminal Lawyers Award Contest.

**ONLY IN AMERICA!**

**You don't have to get a cold to have a sore nose!**



Pilot after landing: "Thank you for flying Delta Business Express.

We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

**Vale**

It is with regret that the Association must relay the passing of two of its members:

DA (Doug) Harris  
of WOY WOY, New South Wales

WR (Wal) Sant  
of BURPENGARY, Queensland

Wal's daughter has provided an article which is published in this edition to commemorate his RAAF service.

The Association's condolences go to Doug and Wal's loved ones.

**Resignation**

One of our long term member's Ralph Mottram of Hawthorn, Victoria has decided to resign for health reasons. Thanks to Ralph for years of support and interest.

**New Members**

The Association is pleased to announce and welcome the following people who have joined as members since the last Bulletin was published:

AD (Doug) Mackay  
of SEBASTOPOL,  
Victoria

DJ (Don) Shell  
of VERMONT,  
Victoria

D (David) Wilson  
of MELBOURNE,  
Victoria

Welcome to all, we hope you all have a long, enjoyable association and take an active interest in the restoration of A52-600.

## Daylight Attacker

*(Continued from page 11)*

headed out to sea and back to Hunsdon where he landed after a two-hour flight thus ending his 72nd and final operational sortie.

Soon after this sortie he returned to instructing on the Mosquito with 13 OTU at Bicester, Finmere and Harwell before joining the air staff of Allied Command South East Asia in June 1945 where he remained until his demobilisation in January 1946.

Charles Patterson left the RAF at 25 years of age having flown on some of the most hazardous operations of the war. He had survived a full tour on a low-level daylight Blenheim squadron becoming a Flight Commander and Squadron leader at the age of 21. He took part in three of the great daylight low-level operations, Knapsack, Eindhoven and Jena and achieved outstanding results as the Film Unit pilot flying his Mosquito. His superb skill and outstanding gallantry were recognised with the award of the DSO to add to his earlier DFC. Few junior pilots received the M and the great majority of those that did, received it for a single specific act of supreme gallantry. A 'non-immediate' award for continuous and sustained gallantry was extremely rare to a junior officer. Few served their country better or more gallantly than Charles Patterson.

## Aarhus Mosquitos



Limited Edition print from an oil painting, with autographs of 3 ex-464 Sqn aircrew, Certificate of Authenticity and a brochure outlining the story of the raid and the signatories.

Created from first hand accounts of Mosquito operations the print captures the very essence of this type of mission - incredibly low flying, high speed and determination.

Send cheque/money order for \$220 (incl. Postage) payable to the artist:

MAX ORDINALL,

PO Box 365, KIAMA NSW 2533

or phone: (02) 4296 2643

Please include your name, address, postcode and contact phone number.

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After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced:  
"Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."