

Confound & Destroy

The magazine of RAF 100 Group Association

 **Autumn 2014** 



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RAF 100 Group Association Secretary Janine Bradley: Tel: 

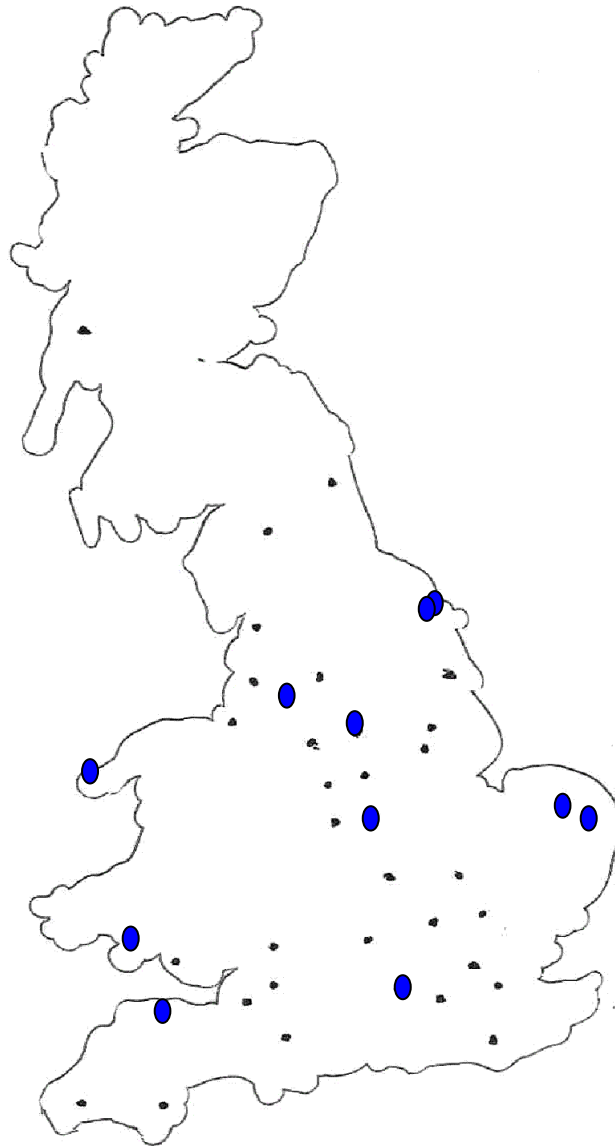
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RAF 100 Group Association

Membership Areas



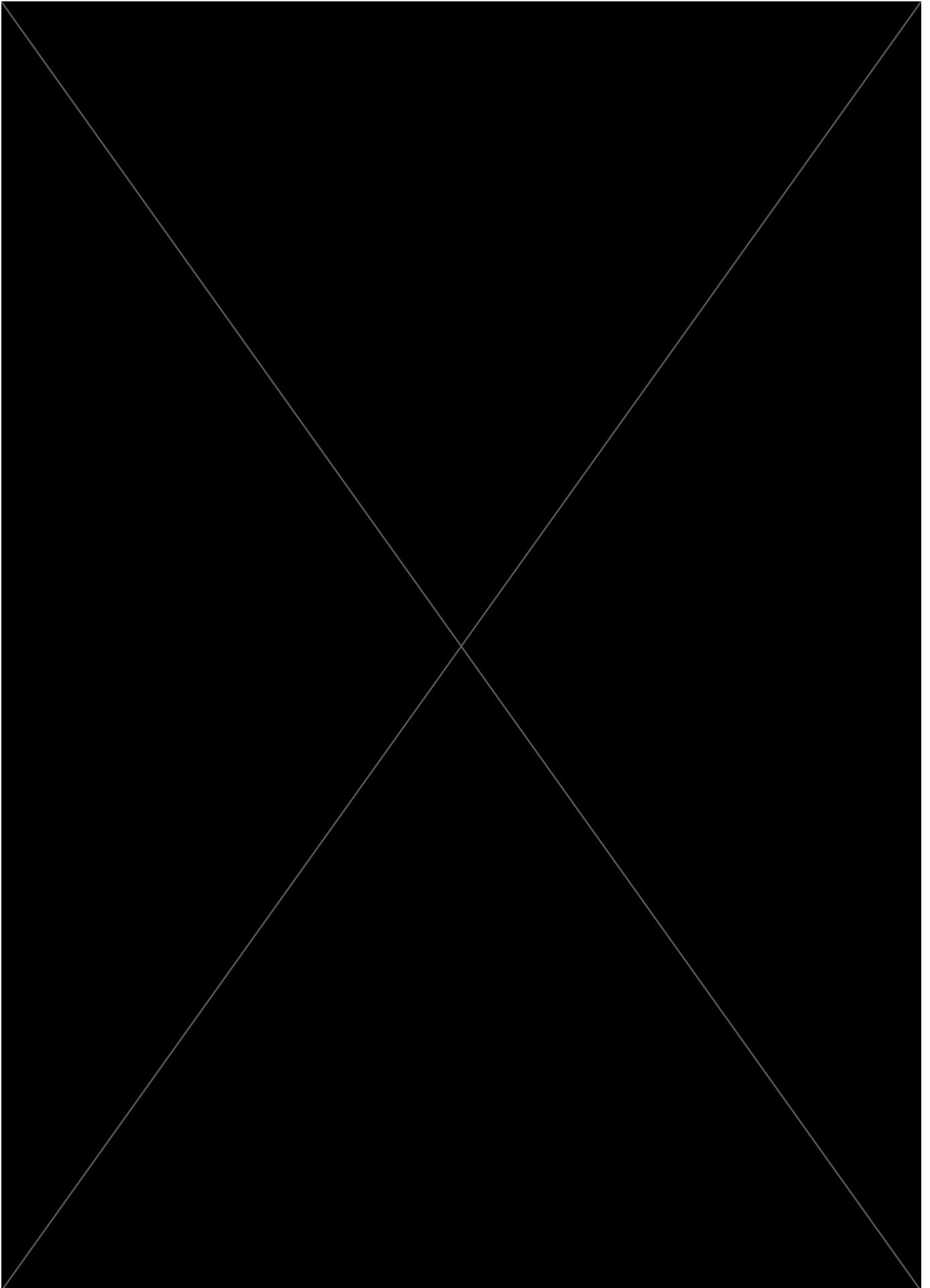
Each dot represents an area where there is a cluster of members
Big dots show where members of the RAF 100 Group Association Committee live

Members also live in the following countries:

Northern Ireland
Canada
Austria
China
Germany
Australia
U.SA
South Africa
Thailand
Brazil
New Zealand

RAF 100 Group Association

Committee



EDITOR'S PAGE



Dear Friends

I have been deeply moved and overwhelmed by the deluge of post and emails received offering shared experiences, photographs and material for my book: *RAF 100 Group – Kindred Spirits: voices of RAF & USAAF on secret Norfolk airfields during WWII*. It includes a chapter by author Stephen Hutton on 'The Mighty 8th's Squadron of Deception', and a Foreword by Wing Commander K J Weeks-Dix OBE, AFC, QCVSA, RAF (Ret'd). There are also a growing number of veterans who have given their signatures. As the publishers insisted this be done 100 times by those who were able, packages have been going backwards and forwards from country to country while I felt like a School Ma'am dishing out lines for lateness! My humble and heartfelt thanks to you all.

However, having been unexpectedly approached by a second publisher, I have now been commissioned to write a 3-book series about RAF 100 Group Operations and the very real difference to operations the introduction of electronic warfare made during WWII. It is an absolute honour and privilege to once again be involved in writing, working with members, bringing out the name of 'RAF 100 Group' for the future. Many people have already contributed towards this. Again, my heartfelt thanks. However, I am seeking writings about the way operations developed during 1944 from a personal perspective, and also operations prior to the birth of 100 Group, illustrating the very real difference electronic countermeasures made. I would welcome hearing from anyone who might have something to offer, especially as I would like to include personal words of those who were very much a part of operations during 1939-1945, and who can recount even in part, their feelings, and details of the day.

Meanwhile, to complement the extraordinary and very special 2014 Reunion enjoyed this year, this is hopefully another special magazine which I hope members will enjoy. It features and is dedicated to that 'wooden wonder' The Mosquito (*do I hear big cheers, trumpets blowing and clapping all round?!?*). I have had so much information on so many different Mosquitoes in various states of restoration and flight, this presents a golden opportunity to share this with people who will truly welcome and appreciate its value. And all the more so because it is members who are involved in this, including George Stewart DFC. This celebration of The Mosquito will also aid those who are confused about which Mosquito is which, who each is owned by, and where it might be flying, etc. I went to the experts ... Calgary Museum for one, as well as George Stewart, John Lilley of The People's Mosquito, Dave Coeshall, Bill Shinnan ... thank you for your help and support in this. It is much appreciated.

I should also make my apologies for a glaring error in one of the photographs taken at our Reunion 2014 in naming Hugh Hollingworth instead of Stan Forsyth on page 42 standing next to John Gilpin around the Oulton Memorial. My deepest apologies to both of you. The names of those standing at that same Memorial however, in 1994 during its dedication are now known thanks to 'Pip' aka Cyril Piper who was there at the time. Thanks 'Pip', and also Beryl Griffiths for help in identifying these people.

My saddest task is to let members know of the death of dear [Don Francis, W/O](#), two weeks before his 95th birthday on 5/6 June. He was a valued friend, often in touch. Personally I feel his loss. He served at Little Snoring with 23 Squadron, and post-war was a founder member of East Devon Aircrew Association. Peter Sclaverano has also written about the death of his wife [Eileen Betty Sclaverano](#) (1928-2014) on 19 May. [Mrs J Cannon was a Signaller Radar – RCM Section](#), based at Bylaugh Hall during the war, and sadly died on 21 March. Phil James MBE, our Lifetime President, also let me know earlier this year he attended the funeral of [S/Ldr Eric Jones DFM](#), father of AVM Grahame Jones. Grahame, please accept our condolences. Stan Forsyth DFC asked me at our Reunion this year to please remember his Skipper, [Kenneth Wynne Macdonald, CD, Colonel ret'd](#), and I have included a short piece about him in later pages.

There are a number of members ill at this time, and I ask we remember them in our thoughts & prayers, especially Vera James, Ernie Hughes, Stan Forsyth.

Love & Hugz all, Janine xx

Items for magazine should be sent to:

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NEWS OF OUR PRESIDENT



499 Squadron, Port Talbot, Air Cadets appointed Phillip James as their 1st Honorary President

Phil James MBE, our own Lifetime President, has recently had the honour of becoming Port Talbot's 499 Air Cadet's first Honorary President. He attended a ceremony with his wife Vera, both well-known to so many of us.

Born in 1924, Phil became an Air Cadet aged 14 before going on to join the RAF, becoming a Halifax Bomber Flight Engineer during the war in 192 Squadron. Talking about his recent honour to the Community South Wales Evening Post, he said: *'I am simply overwhelmed by the effort and kindness from the Officers, staff and Cadets in the Squadron. It is a unique honour to be their first President.'*

Phil was appointed an MBE in the 2003 New Year's Honours List for fundraising and charity work including for helping children of the Chernobyl nuclear disaster.

Wing Commander Mike Stone, 3 Welsh Wing, said: *'It was a very proud evening for the staff and Cadets to recognise the legacy that is Phillip James and his wife Vera.'* Stewart Lawrence, Chairman of the 499 Squadron Civilian Committee added: *'It was an easy decision to make Mr James the first Honorary President of the Squadron.'* Councillor Anthony Taylor said it was a pleasure and honour to be at the event, which was a great tribute to Mr James. *'It is lovely to see the young people of Port Talbot contribute to the Community, and it would be nice to see a Cadet rise through the ranks and hopefully achieve the same,'* added Mr Taylor.

499 Squadron (Port Talbot) Air Cadets are aged between 12 – 17 years of age and meet twice weekly.

Phil, very warm congratulations from RAF 100 Group Association!

LETTER from the CHAIRMAN

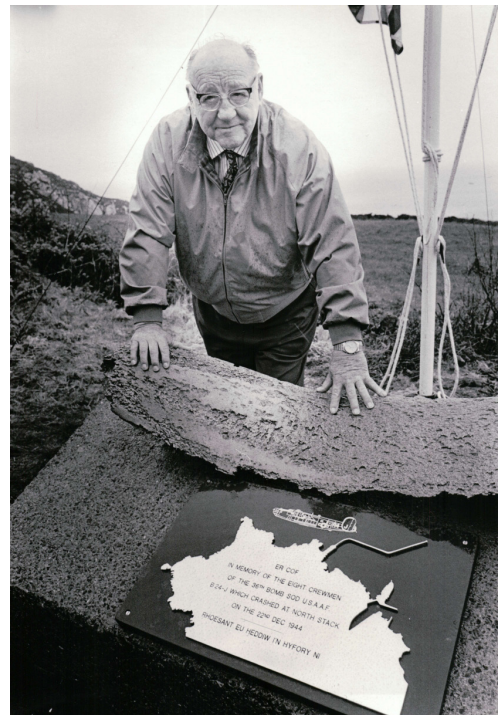
Dear Friends,



This year we are observing a number of Anniversaries. The centenary of the start of the First World War was marked throughout the UK, in Belgium and France. In my home village of Cemaes Bay, Anglesey we have remembered a famous son Owen Thomas who, after great success as a farmer and land agent, became a distinguished soldier in the Boer War. During the First World War as Major General Sir Owen Thomas he became the Welsh equivalent of Kitchener, recruiting thousands of volunteers from across North Wales. He was not allowed to serve in France alongside his recruits but paid a very high price for his patriotism. He suffered the loss of his three sons who were all killed in action. One was a Flight Commander in 14 Squadron RFC, killed at Gaza in 1917; another a Captain in the RAF killed in a flying accident at Epping in 1918.

70 years ago this year, 100 Group had become well established in fulfilling its important and secret role in intelligence gathering and electronic countermeasures. There will be many important Anniversaries this year marking the courage and sacrifice of the men who served in 1944.

There is an Anglesey connection with 100 Group. Today, I visited the Memorial to eight of the crew of B24 Liberator 42-51232 'The Jigs Up', USAAF 36th Bomb Squadron. On 22 December 1944, 'The Jigs Up', returning with two other Liberators from a countermeasures operation; was diverted from RAF Cheddington in Buckinghamshire to RAF Valley on Anglesey. Whilst in a holding pattern in bad visibility two engines on 'The Jigs Up' cut out, probably for lack of fuel. Not realising they were over the sea, the crew bailed out. The pilot and co-pilot survived (landing in Holyhead and Treardur Bay) but the bodies of the rest of the crew have never been located. 'The Jigs Up' landed at the edge of cliffs near North Stack lighthouse and today lies on the sea bed. Two of its propellers have been recovered and one forms part of the Memorial. (*Photograph right courtesy of Stephen Hutton, showing his father Iredell Hutton at the Memorial.*)

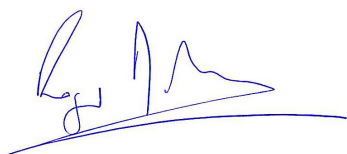


Attending my nephew's wedding in Bratislava, capital of the Slovak Republic, in August, I came across a series of posters displaying the efforts of the 15th USAAF in 1944 flying from Italy against targets in Austria and Eastern Europe bombing oil refineries and railway marshalling yards. 46 Liberators and Flying Fortresses and 18 fighters crashed in Slovak territory. Many crews survived and were cared for and hidden from the occupying enemy by very brave Slovak partisans.

At noon on the 23rd of this month (September) it will be the 70th Anniversary of my father and his pilot Flight Lieutenant (Nobbie) Clark's (192 Squadron) crash landing Mosquito DZ535 at Cranmere Beck, Briston. With the help of 100 Group members, my sister Susan and I have now identified the exact location of the crash and we have been given a piece of perspex from the aircraft recovered after ploughing in the 1970s. Incredibly we have talked to three people who were present on the day, one of whom witnessed the crash. It appears that, like their Slovakian counterparts, at least three women from nearby cottages very bravely extracted the crew from the wreckage. We are still trying to identify who these people were so that they can be properly recognised. Susan and I plan to be present at the crash site at noon on the 23rd.

We have also learnt much more about my father's pilot Nobbie Clark, Susan's Godfather. At the time of the Briston crash, Flight Lieutenant Christopher Gordon Clark was 21 years old, whereas his Navigator, my father, was 28. Nobbie joined the RAF at 17 in August 1940. In 1941, whilst training to be a pilot in Canada, he was commissioned. On returning to England he probably trained on Wellingtons at 11 OTU at Bassingbourn; then in July 1942 converted to Liberators. He was then posted to the Middle East. From November 1942 to May 1943 he was posted to 160 Squadron, then a Special Liberator Flight (X), followed by 148 Squadron based in Gambut, Lybia where they carried out supply drops to Resistance Groups across the Balkans.

He returned to the UK in June 1943 and was posted to a number of OTUs possibly as an Instructor on Wellingtons. In May 1944 he converted to Mosquitoes and by June 1944 was posted to 192 Squadron and 100 Group. Within four days of arriving at Foulsham he was flying with my father. The more I learn about the Briston crash the more impressed I am by the skill of Nobbie Clark in controlling the aircraft, with one propeller acting as an air break for perhaps ten minutes or more, then executing a left turn to the East and belly-landing the aircraft into a field. Although injured the crew survived and as a consequence I am here to tell the tale. The decision not to bail out over the sea meant the fault with the propeller could be easily identified and an appropriate modification to other Mosquitoes implemented quickly. Nobbie Clark's skill that day may well have contributed to him being awarded the DFC in December 1944. His Service Record shows that he stayed on at Foulsham with 100 Group until after the end of the war, but curiously not with 192 Squadron. We now know what happened to Nobbie Clark after the war, but that must wait until next time.

A handwritten signature in blue ink, appearing to be 'Gordon Clark', written over a horizontal line.

City of Norwich Aviation Museum



Dear Friends,

This is an update on some of the news from the City of Norwich Aviation Museum.

Museum Purchases Major Aircraft Exhibits

We have recently completed the purchase of English Electric Lightning ZF592 and the cockpit section of English Electric Canberra T17A WJ633. Both these items had been on loan to the Museum from their previous owner, John Sheldrake for some time. We have now secured both items for the Museum's collection ensuring that they will remain on display to our visitors in the future. This news will be made public on the Museum website and Twitter account.

Record Visitor Numbers

Past few months have seen very good numbers of visitors at the Museum. January to April saw record levels of admissions for each individual month. May numbers were just slightly down on last May's record, but increases in the previous four months mean we had our best ever monthly numbers since we opened in 1985. If we achieve the same level of visitors seen in 2013 for the next three months, we will have a record year.

We are presently contacting all regional Tourist Information Offices to make sure that they have supplies of our leaflets ready for the main holiday season and also mailing out leaflets to other local tourist attractions and accommodation providers. If you know of a venue where we should have our leaflets available, please let Daniel, Yvette or Jamie at the Museum know and we can make sure we send a supply of leaflets.

Many of our visitors now find about the Museum using our internet site and increasingly by following us on Twitter and Facebook. If you are a user of these social media sites, you can receive news from the Museum on a regular basis. We have over seven hundred followers on Twitter who receive our updates.

Record visitor numbers mean a high demand for cockpit tours of the Vulcan and Nimrod aircraft and for the services of our tearoom as well as the high level of enquiries that increasing visitor levels bring. If you can spare any time to help at the Museum during opening times, your assistance will be much appreciated. The busiest day of the week as far as numbers of visitors per hour is Sunday and help, particularly from 12.00hrs-14.00hrs on this day is needed.

Aircraft Restoration Progress

The Sea Harrier has recently had many panels that were missing fitted by owner Dan Lander and his helpers and is starting to look more complete. Dan has been quite successful in obtaining many of the parts that were missing when he first bought the aircraft and the results of his hard work in sourcing these parts is now having a marked effect on the appearance of the aircraft.

Work has carried on with the Rallye, Vulcan and Nimrod, the F-27 Friendship will be fully repainted during the summer by Air Livery at their Norwich Airport facility. We are very pleased to have received this offer of sponsorship. The Friendship will be missing from the Museum for a number of weeks whilst this work is carried out.

Smaller Exhibits

Our collection continues to grow with new items arriving almost every day that the Museum is open. Recent arrivals include a large number of items from the 74 Squadron Association for display of their Squadron's time at Horsham St Faith and Coltishall, two aircrew tunics, one from a Navigator on RAF

Liberators from 223 Squadron at Oulton and one from a USAAF aircrew member of the 446th Bomb Group based at Flixton and a World War Two vintage folding stretcher. We have also received donations of books, documents and photographs to add to the Museum archive.

Most of the smaller items added to the collection arrive after donation from visitors and Museum supporters. In the past few months we have also purchased a small number of items, mainly of flying clothing and equipment where these have been seen for sale at reasonable prices.

Every item added to the Museum collection is being fully documented on our MODES computer records. When time has permitted, exhibits received prior to us having the facilities now available at the Museum in the past are also having their records updated. MODES now has over 20,000 individual items recorded and there are always new items to be added.

Tea Room

After the refurbishment and updating of the interior of the tea room last year, attention has recently focused on the exterior. A new patio area and access ramp have been completed and the gable ends of the building have been replaced. Takings in the tea room have grown in the last year, due both to the increase in visitor numbers and the more attractive surroundings in which our visitors can enjoy their refreshments.

Museum Shop

We are now fully stocked for the main visitor season. A new delivery of books is expected in the next week and will offer some quality titles at less than half the publisher's price. Corgi diecast models have always been a good seller, but are now very difficult to buy from our regular suppliers. We have however found another source of supply and presently have a good selection of Corgi models that are not normally available from commercial retailers. We also have a full range of Oxford, Hobby Master and Sky Guardians.

CNAM on Tour

The Museum stall will be the Flying Legends Air Show at Duxford on 12/13 July and at the Duxford Air Show on Sunday 14 September. After many years sterling service dating from the late 1970s, our old stall has been retired and a new, larger stall offering all weather trading has replaced it.

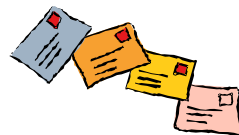
Getting the Most from your Membership

Your membership gives you and your immediate family free admission to the Museum during normal opening times as well as a 10% discount on purchases from the Museum shop. If you do not already volunteer at the Museum, you can get involved during visitor opening times and we also have a members' working evening each Tuesday. This is the time when we carry out aircraft restoration work and site maintenance that cannot be undertaken when visitors are on site.

Please contact the Museum office by email or telephone for more details.

Kelvin Sloper

LETTERS PAGES



Thanks Janine, for the Summer magazine.

Just one small thing, the photograph of veterans in front of Oulton Memorial shows Stan Forsyth next to Paddy Gilpin, not Hugh Hollingworth. The pictures, as you say, have come out great and I will share them with Oulton village together with what is, as usual, a wonderful publication. Well done to you both for all your very hard work.

Chris Lambert

NOTE: Apologies for the error. Point taken. It just means that Phil, Stan and Paddy, Peter, Roy, Sid and Bob get to have their picture in a second time!



Dear Janine,

The photograph shown on page 23 of the Summer magazine shows four gentlemen standing together behind the Oulton Memorial during its dedication in 1994. The names of these veterans are:

Don Austin

Cyril Piper ('Pip') – I know 'cause I was there in 1994!!

Les Bostock

Charlie Lewis

Pip

Cyril Piper

Beryl Griffiths has offered a different selection of names, identifying Jim Moore. At her request therefore, a magazine has been sent to Jim Moore.



Greetings Janine,

'Confound & Destroy' just gets better and better! And for my purposes, the mailed hard copy is priceless! Your initiatives, thoughtfulness and indefatigability are 'Best in Britain'!! And can I just include a note to someone whose picture caught my eye in the Summer magazine ...

Heda Kootz

Great T-shirt, Gal! I can't find a retailer in the States, but have told Gift Shops at the National Museum of the USAF, and the Women's Memorial at Arlington Cemetery they ought to carry it. My niece needs one. Who can I call?

Heda Kootz at May Reunion sporting Women Air Force Service Pilots

Thanks

Don Maxwell, Colonel, USAF, Ret.

Hi Don,

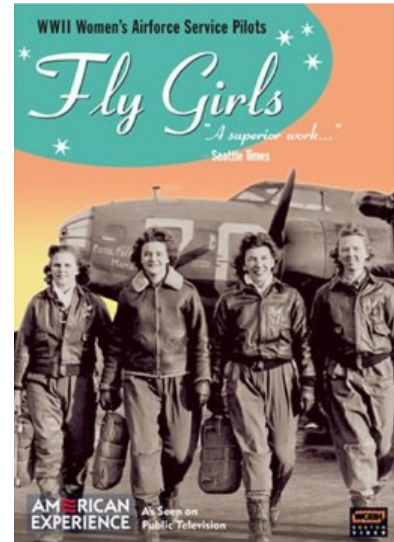
The short answer is that I bought the WASP T-shirt at the gift shop of the American Airpower Museum in 2012 –

<http://americanairpowermuseum.com/collection/>

I include further information on WASPS below:

AMERICAN EXPERIENCE: Fly Girls

During WWII, more than 1,000 women signed up to fly with the U.S. military. Wives, mothers, actresses and debutantes who joined the Women Air Force Service Pilots (WASPS) test-piloted aircraft, ferried planes and logged 60 million miles in the air. Thirty-eight women died in Service. But the opportunity to play a critical role in the war effort was abruptly cancelled by politics and resentment, and it would be 30 years before women would again break the sex barrier in the skies.



An excellent book for ages 13+ focused on the stories of women's heroism during WWII, visit: [Women Heroes of World War II: 26 Stories of Espionage, Sabotage, Resistance, and Rescue](#). For more documentaries telling stories of girls and women throughout history, visit A Mighty Girl's [Documentary](#) section.

Heda Kootz



Before leaving Reunion memories behind, Evelyn has sent in photographs of the 1989 ceremony at Foulsham during which her late husband Len was part of the dedication of Foulsham Memorial Plaque:



Photograph below shows veterans of 192 Squadron. Right, second row, is Alan Thomsett.



Can anyone identify others?



Len Bartram places a wreath on the newly dedicated Foulsham Memorial Plaque which he helped bring together. It still stands proud at the entrance to the village today.



There is one final letter I would share with members. It comes from veteran George Stewart DFC (23 Squadron, Little Snoring).

Hi Janine,

WOW!!!! What a 2014 Reunion weekend!!! What an accounting of it, and with your writing I was there with you, enjoying every minute. How very special, after all these years, an Association can continue to meet with such passion, and how fortunate they are to have your documentation and organizing of the event!! I'm impressed that John (Lilley, The People's Mosquito) came all the way from China to be your Speaker. He has that way with him to be there spiritually, even when he is so far away, and it is great for him to be able to do a visit like that. It says a lot about personal dedication; not unlike yours and Tony's!

I was in New Zealand a few days after they first flew Mosquito KA114, watching it take off, when one of my host pals handed me his phone: 'It's for you, George'. 'John Lilley here, George. How are you enjoying the view??' You could have knocked me over with a feather!!! He was calling from China!! We had a great, even though short visit, as he said once more: 'We're going to get you into the cockpit of the People's Mosquito yet!!!'

You are something else, adjusting to arthritis as though it is just a minor nuisance! Any wonder poor Hitler had such a time dealing with you stubborn Brits, who NEVER gave up!! Poor darling dictator!!! Having served with 23 Squadron, I was always in awe of the matter of fact way Brits flew operations, day in, day out, night in and night out, with their nonchalant air about facing the dangers they dealt with. I wrote about it, seeing them sitting around in the Mess, wearing their night vision goggles, ready within the hour, to go off and do another of endless sorties, whereas we only had a commitment of two Tours!

I am looking forward with great anticipation, to your upcoming book about 100 Group, Janine. You are packing it full of exciting reading, and I'll not be able to put it down. On behalf of all those you honour with your writing, thank you so very much for your tremendous work. You do us proud!!!

George Stewart, DFC

Canada

NOTE: Thanks, George. Your friendship and support is invaluable. For members interested in learning more about George and his exploits (a very modest man), he has provided a written account of his flight in Mosquito KA114 in later pages of this magazine. Enjoy!



Dear Friends,

A brief update: I'm feeling incredibly well, no aches and pains and with a very healthy appetite, but I tire rather quickly, with the result that travel, other than reasonable local journeys, are no longer a practical proposition. It's sad not to see all my friends at the Reunions, but at least I can still keep in touch. I also miss my visits to dear old Blighty, and in particular Yorkshire where I grew up ... silly things such as pork pies and fish and chips which are unknown here in Austria.

My warmest regards to you all and 'lang may your lum reek'!

Gerhard

Gerhard Heilig (214 Squadron)



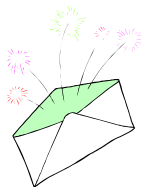
Dear Members

During our 2014 Reunion, Tony and I had been invited to the Owl Conservatory at Oulton by David Jackson, and it was a disappointment to all when we just didn't have the chance. However, David, his wife and a friend were able to accept our invitation to join us for the Oulton Tea, which was lovely, and at least gave us the opportunity to talk together. David left us with a wonderful photograph of 'Orion Nebula and The Running Man'. I think his photographs are wonderful, incredible that they are taken from earth, reaching into the galaxies. We hope next year to be able finally to see the Owl Observatory and where these stunning pictures are taken.



Best wishes,

Janine



Dear Janine,

I thought you might be interested to know that online at EBAY, I bought a postcard signed by Squadron Leader Lewis Brandon DSO, DFC AND BAR, whom my uncle flew for on one occasion when he was Flt/Lt Brandon, according to my uncle's Log Book. I thought it was an interesting piece of memorabilia. It was obviously signed when he was an old man. Have you heard of this type of thing?

Helen Rankin

Australia

Has anyone else had any spectacular wartime 'finds' in shops or online?

Dear Janine,

Just a note to say thanks for this quarter's Summer magazine Absolutely first-rate, all the way through including the pictures. Sorry I couldn't be there for the Reunion - not that I noted any familiar names or faces. You asked about people's impressions of the Bomber Command Clasp. Not very spectacular, is it? I glued it on to my 1939-45 Star ribbon, but nobody seemed to notice it. Last war medal wearers are getting fewer and fewer here; most medals we see are those fancy Vietnam gongs and more recent ones I can't identify ... even young and new recruits sport more ribbons than I can muster!

But regarding the Clasp, the letter I got with it, saying it was mine, didn't even have my name on it - a formal letter which said they were delighted I had qualified! Strange way of doing business. Signed by somebody named Nicki Halford, Head of Medals Section.

You mentioned about Christmas, 1944, in the last magazine. At Great Massingham an American B24 Liberator was returning from a daylight raid somewhere over Europe, but had to make a forced landing at Massingham. It set down on one of the short runways with a collapsed nose-wheel and as most of the crew were senior NCOs we entertained them in the Sergeant's Mess on Christmas Day. They would have probably fared better at their own Base, but I think we did them pretty proud, just the same.

On the 28th two days later, Fred and I went on operations to Bremen and had a V2 rocket pass us, going upward fast, on its way to England. It must have been launched from a mobile site in the Netherlands. Life was never dull.

John Beeching

New Zealand

NOTE: John will be sharing ANZAC Day in New Zealand with us in the Winter edition of the magazine.



Hi Janine,

I am seeking details about my Uncle – John Herbert Hinton aka ‘Bert Hinton’, who was in 171 Squadron. The only details I have come from the War Graves cemetery in Rheinberg:

Rank: Sergeant
Trade: W.Op/Air Gunner
Service No: 1893290
Regiment/Service: Royal Air Force Volunteer Reserve, 171 Squadron
Grave reference: Coll. Grave 9. K. 5-7
Cemetery: Rheinberg War Cemetery

Also, just to confirm, my father who has just died, was in 142 Squadron RAF CMF flying Wellingtons in the Italian Campaign – Ralph Peter Burrige, 8 February 1922, Co-Pilot/Bomb Aimer.

His Pilot was an Australian: F/S Pennefather. I have an operational Log Book, a copy taken from their Wireless Operator's which should be identical as they went through their entire Operations together. His name was Vic Sutton. I met him a few years ago when he came over from New Zealand. One other of the crew also came to my Dad's home. They called Pennefather in Oz and all had a great natter. The 5th crew member died a few years after the war from a heart attack. Pennefather was awarded a DFC, but lied that he'd got it as he knew other crew members were not given any Honours. He confessed having felt so guilty all his life, finally recognising they needed to know as it was not his award alone, it was a shared award in a joint effort they all survived unscathed. The surviving crew were delighted. For years they had been bitter their pilot was not given his just reward as, in their opinion, it was his skilful flying that brought them through and that should have been recognised. In the end, all is well that ends well.

Martin Burrige gasteksouth@gmail.com

At this year's Reunion, Stan Forsyth DFC asked if we could remember his Skipper: Macdonald, Kenneth Wynne CD, (Colonel, Ret'd). I promised to include his Obituary in this Autumn magazine. Under 192 Squadron, his name is added to those in FINAL POSTINGS at the back of the magazine.

KENNETH WYNNE CD MACDONALD

192 Squadron, Colonel

Ken took off on his final flight at North Vancouver on 12th February 2014, in his 91st year.

He is survived by his beloved wife of 70 years, Catherine Raine (*Renee, nee Kier*). Father of Lorraine (*Kwan*), Heather Jane, Kathryn Louise, Ian Roderick (*Helene*), Laura Lee (*Coulthart*), he was Grandfather to numerous grandchildren, and a Great Grandfather.

Son of the late Kenneth Wylie Macdonald and the late Nellie Wynne Jones; with his brother Thomas Stanley Macdonald, they lived in Australia. He is pre-deceased by his son Kenneth Malcolm.



Ken was born in Toronto on 23 December 1922. He attended Swansea Public School and Runnymede Collegiate Institute, was a Bugler in the Queen's Own Rifles of Canada Militia Battalion, and left school at the age of 18 to join the Royal Canadian Air Force as a pilot trainee. Ken was posted to the UK as a Sergeant Pilot in 1942. Subsequently commissioned, he completed a Tour of Bomber Command operations as a pilot on 192 Royal Air Force (Special Duties) Squadron flying Halifax aircraft. While hospitalised at the RAF Hospital in Melksham, Wiltshire, he met and married Renee who was on the hospital medical staff.

He served in the Air Force for 31 years. Just after the war, he was a pilot on 413 (Photo) Squadron, and then a pilot and Detachment Commander on 408 (Photo) Squadron, employed in aerial survey photography of northern Canada on Lancaster aircraft. During the Cold War period, he was stationed for 4 years in Marville, France, with 445 (All-Weather Fighter) Squadron flying CF100 jet interceptors, culminating in his appointment as 445 Squadron Commander and later as the Base Chief Operations Officer. On return to Canada, he was Squadron Commander of 410 (All-Weather Fighter) Squadron at Uplands, flying supersonic CF101 Voodoo interceptors, with the dual appointment as Base Chief Operations Officer. Interspersed with his flying postings were a number of other activities such as: Editor of Air Force publications, Executive Assistant to the Air Force Chief of Personnel, Staff Officer for Air Defence Command training and NORAD Region operations, the Director of Continental Plans in NDHQ, a member of the Canada-USA Permanent Joint Board on Defence, and a member of the Canada-USA Military Co-operation Committee. The Air Force defined Ken, and he relished the challenges faced in regular postings to new and diverse jobs.

Latterly at North Vancouver, BC, Ken is formerly of a number of post-Air Force addresses, including Crysler and Maclaren's Landing in Ontario, and Brentwood Bay and Qualicum Beach in BC. Active in many organisations in his retirement years, he was successively on the Executives of the Finch and District Lions Club. The Amprior Lions Club, the Amprior-McNab Lions Club, and Central Saanich Lions Club. Ken was one-time President of the Finch, Ontario, Royal Canadian Legion Branch, and held various executive posts of the Qualicum Beach, BC, Legion Branch. Similarly, he held executive posts in the St Andrews UC at Fitzroy Harbour, Ontario and in the Brentwood Bay UC. His hobbies included writing, photography, hunting, woodworking, gun-smithing, cabinet-making, furniture restoration, computer graphics and genealogy.

Gordon Macdonald: *'Your memory will live on with me'*. Ian Macdonald: *'I have always been proud of my father; he excelled at most things he turned his hand to and was a very productive person all his life'*. Heather Macdonald: *'Thank you for your spirit of adventure and love of nature'*. A private cremation was held, and on Sunday 2 March a celebration of Ken's life brought friends and family together.

Dear Janine,

I wanted to make sure that you and your members knew about the planned flypast by the Vulcan and the two Lancasters on Thursday next. As I think I mentioned to you on Sunday when we met at Sywell Air Show, it is to coincide with the turf-cutting for a new Bomber Command Memorial in Lincoln. For those with a computer, full details are in the article featured on Global Aviation Resource's website:

<http://www.globalaviationresource.com/v2/2014/08/19/aviation-feature-bill-ramsey-on-leading-the-vulcan-and-lancaster-formation/>

Kind regards

Alan Pickford

Director of Finance

The People's Mosquito

Web: www.peoplesmosquito.org.uk



Giants Reunited ... the last two flying Lancasters, side by side on a British airfield

The world's only two airworthy Lancaster bombers are united on a windswept airfield for what will probably be the last time. For Vera – an Avro Lancaster Mk X bomber with registration: VR-A it is part of an epic 3,700-mile journey from her base in Canada to RAF Coningsby in Lincolnshire. She joined the other aircraft, operated by the RAF's Battle of Britain Memorial Flight, to go on a tour of Air Shows across the UK.

Tony and I met up with Heda Kootz and Chas Jellis at Sywell Air Show in August. Heda and Chas as Association members, attended our 2014 Reunion in Norfolk. They do so much to represent The Mighty 8th U.S and we will be sharing in the Winter magazine more of our Sywell visit with articles Heda and Chas put together of their visit this year to Normandy with a coach of WWII veterans. We were disappointed not to see the two Lancaster bombers at the Air Show. The weather was quite bad for smaller aircraft, and yet the Wing Walkers still took to the skies to give a breath-taking display. Meanwhile, various reports come in around the country of where the two Lancasters are flying. Leon Evans, Chief Pilot for the Canadian Lancaster's historic trip says: 'We haven't had two Lancasters fly together in a display before and it's pretty unlikely to happen again. These airplanes might run out of airtime. Vera's getting older and already has about 4,500 hours on her. It's a thrill and an honour to be doing this ...' Vera's journey from Canada took 4 days, involving stops in Newfoundland, Greenland and Iceland before arriving in Lincolnshire. Everyone has worked for free, flat out for six months. The Canadian Lancaster is dedicated to the memory of [Royal Canadian Air Force Pilot Officer Andrew Mynarski](#) (see below) and known as the Mynarski Memorial Lancaster:

IN MEMORY

Andrew Charles Mynarski

Pilot Officer Can/J.87544 Royal Canadian Air Force No.419 Squadron

by

Heda Kootz



Pilot Officer Mynarski was the mid-upper Gunner of a Lancaster aircraft, detailed to attack a target at Cambrai in France on the night of 12 June 1944. The aircraft was attacked from below and astern by an enemy fighter and ultimately came down in flames.

As an immediate result of the attack, both port engines failed. Fire broke out between the mid-upper turret and the rear turret, as well as in the port wing. The flames soon became fierce and the Captain ordered the crew to abandon the aircraft.

Pilot Officer Mynarski left his turret and went towards the escape hatch. He then saw that the Rear Gunner was still in his turret and apparently unable to leave it. The turret was, in fact, immovable, since the hydraulic gear had been put out of action when the port engines failed, and the manual gear had been broken by the Gunner in his attempt to escape.

Without hesitation, Pilot Officer Mynarski made his way through the flames in an endeavour to reach the rear turret and release the Gunner. Whilst doing so, his parachute and his clothing, up to the waist, were set on fire. All his efforts to move the turret and free the Gunner were in vain. Eventually, the Rear Gunner clearly indicated to him that there was nothing more he could do and that he should try to save his own life. Pilot Officer Mynarski reluctantly went back through the flames to the escape hatch. There, as a last gesture to the trapped Gunner, he turned towards him, stood to attention in his flaming clothing, and saluted before he jumped out of the aircraft. Pilot Officer Mynarski's descent was seen by French people on the ground. Both his parachute and clothing were on fire. He was found eventually by the French, but was so severely burnt that he died from his injuries.

The Rear Gunner had a miraculous escape when the aircraft crashed. He subsequently testified that, had Pilot Officer Mynarski not attempted to save his comrade's life, he could have left the aircraft in safety and would, doubtless, have escaped death.

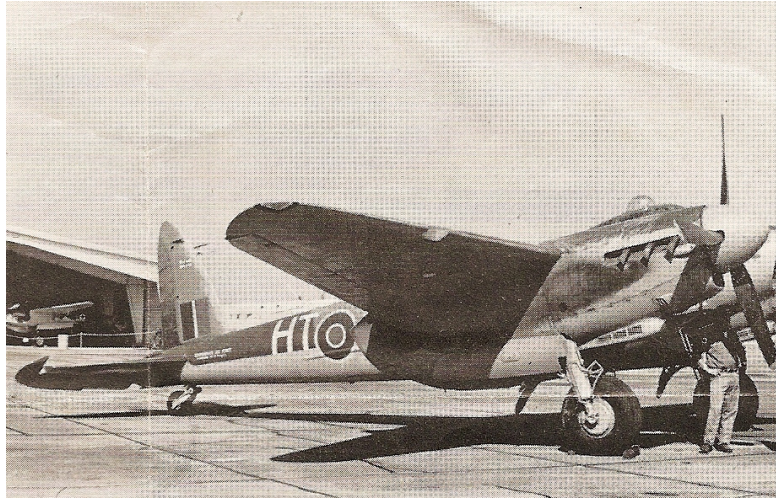
Pilot Officer Mynarski must have been fully aware that, in trying to free the Rear Gunner, he was almost certain to lose his own life. Despite this, with outstanding courage and complete disregard for his own safety, he went to the rescue. Willingly accepting the danger. Pilot Officer Mynarski lost his life by a most conspicuous act of heroism which called for valour of the highest order. This Lancaster bomber was dedicated to Andrew Mynarski in 1988.



Janine

Jamie noticed the attached article in a September 1940 edition of the *Aeroplane* magazine when he was archiving. Incredible that this magazine was produced, with adverts, at the height of the Battle of Britain and speculated on the RAF receiving Fortresses. 214 Squadron role within 100 Group had probably not even been thought of at that time, but without the RAF receiving Fortresses it may have never happened. We thought this article would be of interest to ex-214 members.

Kelvin Sloper
CNAM



The Mosquito, one of two in the world in flying condition, is a 30 year old wooden plane

Flight of the Mosquito

Now, when Duane Egli climbs into the cockpit of the World War II British De Havilland Mosquito fighter-bomber, it's almost like coming home.

After all, he and fellow members of the Confederate Air Force have been flying the little wooden aircraft for over a year. But before that, Egli and another colonel in the CAF, Ed Jurist, flew the plane 5,700 miles from Luton, England, to Rebel Field in Harlingen, Texas. That's the longest flight ever made in a Mosquito.

The Confederate Air Force is an organization of over 600 worldwide members. Its purpose is to preserve, in flying condition, the aircraft of World War II. So when Jurist located the Mosquito, one of two in the world in flying condition, in England, he added it to the collection.

After spending months putting the Mosquito in safe flying order, Egli and Jurist installed an extra fuel tank in the plane and began the first leg of their journey home. They flew from Luton to Bordeaux, France, and then made an unscheduled landing in Vigo, Spain, because of oncoming darkness. Then they headed across the Atlantic, stopping at Lajes Air Force installation in the Azores before going on to St. John's, Newfoundland.

The two pilots admit that there were anxious moments during the trip that took almost a month to complete. About an hour and a half out of St. John's, over the North Atlantic, the exhaust stacks on the engines burned out. And when they landed after that 2,100-mile hop across the open sea, they had just 10 minutes of fuel left.

The two borrowed a couple of exhaust stacks from the Royal Canadian Air Force, which has a Mosquito for mu-

seum display. Then they continued their flight home. From St. John's they flew into Boston; New York; Lexington, Kentucky; Pine Bluff, Arkansas; and then into Rebel Field.

Egli says, "The main drawback of flying the Mosquito, especially for such a long distance, is that you can't wear a parachute. It doesn't do any good. An average-size man can't get out the hatch because the opening is too small. The only way out is the way you get in—through a trapdoor in the bottom of the cockpit."

The Mosquito is now a member of the Bomb Wing of the Ghost Squadron at the Confederate Air Force headquarters and museum in Harlingen.

The museum is open daily, from 9 a.m. to 5 p.m., except on Sunday, when it is open from 1 to 6 p.m. Admission is free, but donations are appreciated.



Confederate Air Force Colonel Duane Egli sits in the cockpit of the Mosquito bomber.

NO TRAPDOOR OF FIGHTER VERSION!

CELEBRATING WWII AIRCRAFT

The de Havilland Mosquito



Mosquito B.XVI

*'In 1940, I could at least fly as far as Glasgow in most of my aircraft, but not now!
It makes me furious when I see the Mosquito. I turn green and yellow with envy.
The British, who can afford aluminium better than we can, knock together a beautiful wooden aircraft
that every piano factory over there is building, and they give it a speed which they have now increased
yet again. What do you make of that? There is nothing the British do not have.
They have the geniuses and we have the nincompoops. After the war is over I'm going to buy a British
radio set - then at least I'll own something that has always worked.'*

Hermann Göring, 1943

Used as a night fighter, fighter bomber, bomber and photo-reconnaissance, with a crew of two. Maximum speed was 425 mph, at 30,300 feet, 380mph at 17,000ft and a ceiling of 36,000ft, maximum range 3,500 miles. The Mosquito was armed with four 20mm Hispano cannon in its belly and four .303 inch Browning machine guns in its nose. Coastal strike aircraft had eight 3-inch rockets under the wings, and one 57mm shell gun in the belly. The *Mossie*, as it was known, made its first flight on 25 November 1940, and its first operational flight for the Royal Air Force at a Reconnaissance Unit based at Benson. In early 1942, a modified version (Mark II) operated as a Night Fighter with 157 and 23 Squadrons. In April 1943, the first de Havilland Mosquito saw service in the Far East, and in 1944 the Mosquito was used at Coastal Command in its Strike Wings. Bomber Command's offensive against Germany saw many Mosquitoes, used as photo reconnaissance aircraft, Fighter Escorts, and Pathfinders.

Manufacturer: de Havilland

Production began: 1940

Retired: 1955

Number Built: 7781

It was in the mid-1930s when de Havilland established a reputation for innovative high-speed aircraft with the DH.88 Comet Racer. However, it was to be the later DH.91 Albatross airliner that successfully pioneered the composite wood construction the Mosquito would use.

The 22-passenger Albatross could cruise at 210mph at 11,000ft, a vast improvement on the 100mph Handley Page H.P.42 and other bi-planes it was replacing. The wooden construction not only saved weight and compensated for the low power of the de Havilland Gypsy Twelve engines, but simplified production and reduced construction time.

By June 1940, after considerable debate about the usefulness of an unarmed bomber made of wood even after the first prototype had flown and shown its capabilities; the aircraft was finally given the name '*Mosquito*'. However, the '*Wooden Wonder*' as the Mosquito became affectionately known, almost never came into being.

The Air Ministry opposed de Havilland's original proposal for an unarmed, all-wooden bomber, almost forcing de Havilland to abandon his design. It was only because of behind-the-scenes lobbying that the Air Ministry reluctantly agreed to progress.

It was deemed almost too radical for the Air Ministry. Bomber designs were meant to be slow, cumbersome beasts, heavily-armed, metal in construction. Being wood made it appear too much of a risk against the enemy. Only with gentle persuasion by Air Marshal Sir Wilfred Freeman who sat on the Air Council as Member for Research and Development, did the Ministry concede, resulting in a new Specification: B1/40, detailing a light bomber capable of carrying a 1,000lb load over a distance of 1,500 miles which could, if it failed, be quickly modified as a fighter or photo-reconnaissance aircraft.

An initial order for 50 aircraft was placed in March 1940.

In November 1940, Geoffrey de Havilland took the prototype Mosquito into the air for the first time. It was something of a revelation with two Merlin engines giving fighter-like handling and a top speed outpacing enemy fighters.

The first bomber version, the B.IV, had its maiden flight the following September. First deliveries to No. 105 Squadron at Swanton Morley followed in November 1941, accompanied by Geoffrey de Havilland.

Four aircraft were taken on an operational debut over Cologne on 31 May 1942, after which the Mosquito joined the Main Force, becoming famous for a number of set piece attacks – the first of these being a low-level attack on the Gestapo Headquarters in Oslo on 25 September 1942.

By this time, No. 109 Squadron based at Marham had formed on Mosquitoes, but it was unusual in that the Squadron was tasked with the development of various bombing aids then in the pipeline ... the first of these a blind-bombing device known as '*Oboe*'. It was tried for the first time during an attack on a Power Station in Holland during the night of 20/21 December 1942. Trials with '*Oboe*' continued and was gradually introduced across the remainder of Bomber Command during 1943.

Meanwhile, No. 105 Squadron was carrying out a series of highly-publicised precision attacks on enemy targets accompanied by No. 139 at Marham during the first half of 1943. Over 100 attacks took place, notably on Copenhagen (27 January), Berlin (30 January) and Jena (27 May). The Jena raid, on the Zeiss optical factory and Schott glassworks was the final such attack to be carried out in daylight.

Shortly after, 105 and 139 Squadrons were transferred from No. 2 Group, which had left Bomber Command for the newly-formed Second Tactical Air Force; to the Pathfinder Force (No. 8 Group). They began to re-equip with an improved bomber Mosquito - the B.IX. With these aircraft, Mosquito Squadrons flew ahead of the Main Force, marking waypoints for bombers, guiding them onto their intended target, using '*Oboe*' to mark as accurately as possible.

The next Mosquito variant was the B.XVI. This became the standard version of the aircraft in Bomber Command, eventually equipping 16 Squadrons. It could fly at altitudes up to 40,000ft thanks to a pressurised cockpit, and could carry a 4,000lb bomb in an enlarged bomb-bay. With additional fuel tanks, the Mosquito could take one of these mighty bombs to Berlin and still evade much of the defending Night Fighter Force.

With the tide turning against the Germans in 1944, the Mosquitoes were transferred to the new Light Night Striking Force (LNSF), part of No. 100 (Bomber Support) Group. Here, the Mosquitoes were tasked with carrying out diversionary raids to attract defending fighters away from the main bomber stream. These '*spoof*' attacks, many of which were against Berlin; were aided by electronic aids to deceive Germans radar network into believing that much smaller Mosquitoes were attacking.

Some Mosquitoes which served with the LNSF and Pathfinders were Canadian-built Mark 25s. After the war, a number of B35s were produced and entered service from late 1947 onwards, many with Squadrons on the Continent. The final home-based bomber Mosquitoes, some 1,690 of which had been

built (from a total of 7,781 of all versions) serving with No. 139 Squadron, were eventually replaced by Canberras in November 1953.

One example of the tremendous accuracy achieved by Mosquitoes can be seen by comparing figures for the attacks on V-weapons sites. The average tonnage of bombs required to destroy one of these sites by B-17 Flying Fortresses was 165; for B26 Marauders it was 182 tons, and for B25 Mitchells 219 tons. The average for the Mosquito was just under 40 tons!

De Havilland Mosquito Specifications

Details for Mosquito B.XVI

Length:	41ft 6in (12.64m)
Wingspan:	54ft 2in (16.50m)
Height:	15ft 3in (4.65m)
Maximum Speed:	415mph (669kmh)
Ceiling:	37,000ft (11,273m)
Range:	1,485 miles (2,395km) with 4,000lb (1,816kg) bomb load
Power Plant:	Two Rolls Royce Merlin 72 or 73s of 1,680hp each or two Merlin 76 or 77s of 1,710hp each
Payload:	4,000lbs (1,816kg)
Defensive Armament:	None
Recognition:	Sleek, slender fuselage with sharp taper at the rear. 'Shark fin' tail mounted at the extreme rear of the fuselage above retractable tail wheel. Extensive glazing for Bomb Aimer's position with heavily-framed canopy mounted in line with the leading edge of the main planes. The Merlins are mounted in low-drag nacelles which also house the main undercarriage. The B.XVI bomb bay had bulged doors to accommodate single 4,000lb High Capacity bomb.

* * * *

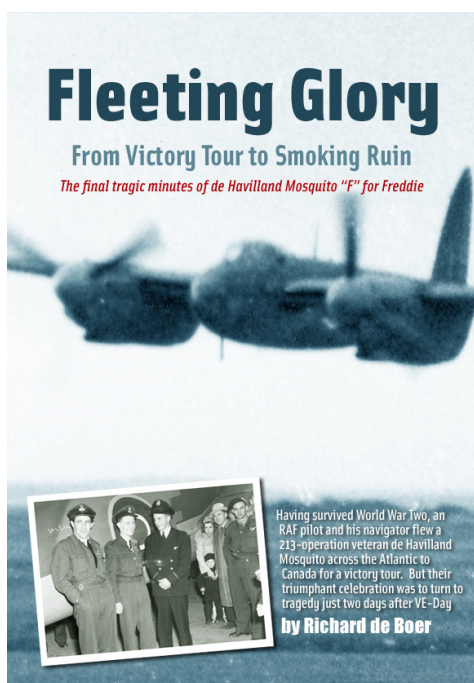
MOSQUITO LR-503

Fleeting Glory - The Crash of 'F for Freddie'

by

Richard de Boer

President Calgary Mosquito Aircraft Society



Low and fast across Calgary Airport on May 9th, 1945 - the day after VE Day and the day before the crash. Below: Just after landing at Calgary on May 9, 1945. Maurice Briggs, John Baker and Edward Jack pose in front of Mosquito F-for-Freddie. Members of the public who bought bonds in support of the 8th Victory Loan Drive were allowed to chalk their names on the aircraft. Photo courtesy of Richard de Boer

The VE Day sounds of celebration, revelry and relief were given new life when the stirring base tones of two Merlin engines at full power caught the attention of Canadians in Calgary, Alberta on the afternoon of May 9, 1945. One of their wartime adopted sons was home for a visit with a very special guest of honour; Mosquito LR503, known as 'F for Freddie'. This powerful, beautiful airplane, late of 105 Squadron, was the survivor of 213 operations over occupied Europe: More ops than any other allied bomber during the Second World War.

In a poignant and painful irony of war, 24 hours later its crew would be dead and the remains of *Freddie*, a few bits of metal and smoking splinters, scattered across the airport.

Freddie's pilot that day was F/Lt. J. Maurice W. Briggs, DFM, DFC, and DSO. Just two years earlier, Briggs had left Calgary with his newly earned wings from #37 Service Flying Training School (S.F.T.S).

Seated beside him on his return was F/O John C. Baker, DFC and Bar. Having successfully navigated them to Calgary, Baker could do no more than hang on and try to enjoy the ride as Briggs dove for the streets of downtown Calgary.

Those Calgarians who witnessed Briggs's flying display have never forgotten it. '*Spectacular, exciting, frightening*' and '*amazing*' are some of the words Neil Jonathan used to describe the spectacle more than 50 years later. R.C.A.F. staff working on the sixth floor of the Hudson's Bay building recall having to look down to see the Mosquito streaking past their windows at over 300 mph.

While discussing the '*beat up*' with a reporter later that day, Briggs admitted he didn't know how he missed the flagpole atop the 11-store landmark Palliser Hotel. Air Traffic Controller, Peter Minchuk described how Briggs flew *Freddie* under a trestle which spanned 9th Avenue, two blocks west of the Palliser. Hundreds of Calgarians came out to welcome Briggs and Baker and to see *F-for-Freddie* after the spectacular flying display that afternoon - which saw them flying below rooftop level in downtown Calgary. **Photos courtesy of Richard de Boer**



THE AEROPLANE

The Mosquito known as '*Freddie*' did not begin life with that name. Before acquiring any name at all, it emerged as one of a batch of 22 B. Mk. IXs built at de Havilland's Hatfield facility in early 1943. Serialized LR503, it joined 109 Squadron, Pathfinder Force on 28 May 1943 at RAF Wyton, Huntingdonshire where, having been assigned the letter 'C' as its individual identifier, it became known as '*Charlie*'.

On 21 June 1943, LR503 took off on the first of its 213 combat operations. It was one of 12 Mosquitoes assigned to mark targets in the Ruhr city of Krefeld for 693 heavy bombers.

On 10 March 1944, LR503 was transferred to 105 Squadron, stationed at RAF Bourn. Here, 109 Squadron's 'HS' code letters were replaced by 105 Squadron's 'GB', but initially, LR503 retained its individual identifying letter 'C'.

In less than a year from its first combat mission to Krefeld, LR503 racked up its first 100 operations. Flight Lieutenant H.D. 'Bill' Riley DFC & Bar, a Navigator with 105 Squadron, noted in his Log Book on the night of 3 June, 1944 that LR503, flew its 100th operation, a flight to Calais to drop three red target indicators (TIs).

The same page in Riley's Log Book also records LR503's contributions to D-Day operations. At 02:55 on the morning of 6 June, Riley with his Pilot Flt. Lt. Cliff Chadwick, took off to drop TIs at Longues-Sur-Mer, where a battery of artillery covered both the Omaha and Gold beaches. Riley and Chadwick made a second trip on D-Day in LR503, going to St.-Lo with three red TIs. After this trip Riley remarked on the significance of this day in his Log Book with a note saying: '*INVASION HERE 'D' DAY*'.

Another Navigator with 105 Squadron, John Sampson DFC, flew several operations in LR503 in the autumn and winter of 1944-45. He notes that, by this time, LR503 carried the individual aircraft code letter 'F' with a bar above the letter. The bar designation came about later in the war when Squadrons had more than 26 aircraft on strength and letters had to be assigned to more than one aircraft, hence the 27th aircraft became 'A' +bar.

Sampson remarked: '*At 105, we did not go in for 'Nose Art' or mission credits, but an exception was made in the case of LR503 because of its unique history. I remember this being discussed on the Squadron as no-one appeared to know what a Mosquito (insect) looked like. I believe the assistance of the Station Medical Officer was sought.*'

From its 100th trip on 3 June, 1944 to its 213th and last combat operation to the Wehren marshalling yards at Leipzig on April 10, 1945, *Freddie* averaged just over one trip every three days.

When early in May 1945 a Mosquito was needed to fly to Canada to support the 8th Victory Loan Drive, Briggs and Baker were told to take *F for Freddie* after its sister ship, *D-Dog*, failed to make the Atlantic crossing because of mechanical problems.

THE CREW

It had been a long war for Maurice Briggs. He joined the RAF in 1938 aged just 17. At the start of hostilities on 1 September 1939, he was an Air Gunner/Observer with 77 Squadron. His first taste of war came just days later when Armstrong Whitworth Whitleys of 77 Squadron flew on a '*Nickelling Raid*', dropping leaflets on cities in the Ruhr Valley. Briggs completed his Tour with distinction in September 1940 and was awarded a DFM.

In April 1942, Briggs was sent to 13 Initial Training Wing (I.T.W.) at Torquay to begin Pilot training. There, in the Livermead Hotel, he met and befriended fellow student Flt Lt A. J. 'Alf' Smitz, DFC. Briggs and Smitz were next sent to Canada to continue their training, first at No. 32 Elementary Flying Training School (EFTS) at Bowden, Alberta, and then on to No. 37 SFTS at Calgary.

Beyond learning to fly, their time in Calgary was eventful for Briggs and Smitz. Being an affable and charming character, Briggs made many friends and dated a number of young ladies. Smitz took a more permanent approach. While on weekend Leave, he met Anne Littleton in the Banff Springs Hotel and they were married three months later. To thwart her disapproving parents' attempts to prevent the wedding, Briggs helped plan a ruse before standing up as Best Man at the wedding. He later became godfather to their first child, Peter Smitz, born in London just before D Day. On 2 April, 1943, 11 days after the wedding, Briggs and Smitz received their Wings in the drill hall of No. 37 SFTS.



Training days: Maurice Briggs (L), Alf Smitz (at the wheel) and their colleague Brighthouse, on Leave from No. 37 Service Flying Training School in January, 1943, en route from Calgary to Banff, Alberta, where Smitz would meet his future wife. Photo via Richard de Boer

With mailing addresses, wedding rings and Pilot's wings in hand, it was time for Briggs and



Smitz to return to England and to the war. Both men spent the rest of the war piloting Mosquitoes; Smitz with 141 Squadron and Briggs with 1409 Meteorological Flight where, with his Navigator Baker, they flew solo daylight Ops, gathering weather data for Bomber Command planners.

After completing 108 trips with 1409 Flight and earning a DFC and a DSO, Briggs flew his last combat sortie on 7 December, 1944. Over the next few months, he and Baker made several trips to Canada to ferry Mosquitoes from the de Havilland plant at Downsview, Ontario, to England.

On May 5, 1945, Briggs and Baker finally joined up with *F for Freddie* when the pair was detailed to take the airplane to Canada in support of a war bond drive after their first assigned aircraft broke down en route.

Photograph above right: Baker (R), Briggs and *F-for-Freddie* at de Havilland Canada's Downsview Base in Ontario on 6 May, 1945. Note the peeling paint on the spinner. DHC did some servicing and retouching work before the boys headed west to Calgary. Photo via Richard de Boer

THE ACCIDENT

When Freddie and its crew arrived at Downsview on 6 May, de Havilland supplied a resourceful Engineer in the person of Edward Jack to serve the airplane's mechanical needs as they flew a series of half and one day stops across the country.

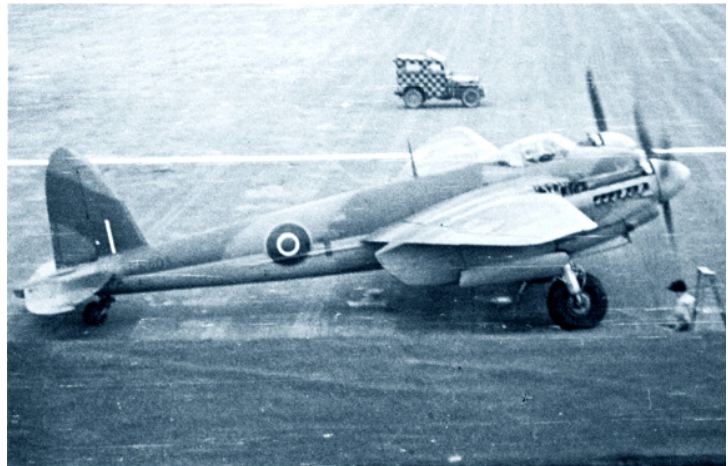
So it was, that on the afternoon of 9 May, 1945, Calgarians thrilled to the sight of the Mosquito *buzzing* their city in a celebration to mark the end of the European war. Hundreds thronged to the airport to see this famous airplane and to meet its crew. For some, like Evelyn Powlan who had met him two years prior, it was a chance to reconnect with Maurice Briggs. For others, it was an opportunity to buy a bond and sign their names in chalk on the famous *F for Freddie*.



9 May, 1954: Briggs and Baker perform a victory beat-up of Calgary Airport. It was on an almost identical low pass 24 hours later that their Mosquito, F-for-Freddie, hit the poles visible at the top of the tower, shearing off the aircraft's port wing. Photo via Richard de Boer

The next day Briggs and Baker were scheduled to fly *Freddie* on a triangular route over-flying Penhold, 80 miles to the north, then south to the RCAF bases at Lethbridge and Medicine Hat before returning to Calgary for the night.

When Briggs and Baker arrived at the airport, they found Edward Jack busy with the top cowlings removed from both of *Freddie's* engines. Their departure was delayed for an hour and a half by mechanical problems. Finally, just before 16:00hr, Jack declared LR503 fit to fly. As he stood talking to Briggs, he suddenly felt ill. Although he was scheduled to take the right seat for the trip that afternoon, Briggs suggested he might be better off sitting this one out. Jack agreed and climbed the stairs to the Control Tower to watch them take off.



With a brisk wind blowing from the north, Briggs took off headed in that direction. As he had done several times the day before, he turned back toward the terminal building and its rooftop Control Tower for a low altitude, high speed pass.

Picture above: The afternoon of 10 May, 1945, taken overlooking the roof parapet of Calgary's terminal building (which the Mosquito would later hit), Edward Jack has removed both top cowlings to do some work on the engines. This work delayed the departure of the fatal flight by 90 minutes - Briggs and Baker finally taxied out at 1600 hrs. Photo via Richard de Boer

Picture below right: Also taken on 10 May, this photo shows Edward Jack walking back to the terminal as F-for-Freddie taxis to its fate. Photo via Richard de Boer

Briggs took *Freddie* south and circled back for a second pass on the building and the few dozen spectators who had come to see them off. As he completed a figure eight and headed north for Penhold, Briggs came back on the Tower frequency, telling Controller Peter Minchuk he had spotted a car just pulling up and that he was going to do one more pass for the friend he saw getting out of it.

Diving back to ground level, Briggs again pointed *Freddie* straight at the terminal building, pulling up to clear the Control Tower at the last possible moment. This time he cleared the building, but hit the steel anemometer tower and flag pole on top of the Control Tower.



McCaully exclaimed: 'My God!' and ran across the room toward the stairs. Edward Jack had already left the Tower and was on the stairs. He later recalled feeling the building shudder and hearing a thud. The impact with the metal poles sheared the port wing and horizontal stabilizer from LR503. The upward angle and high speed carried aircraft and crew over the 'H' huts of #37 SFTS and into a field almost half a mile from the terminal building. It struck at a shallow angle and exploded into flames, trailing wreckage and igniting the grass for over 300 yards.



Moment of horror and tragedy. Partly obscured by a telegraph pole in the foreground, this picture shows the Mosquito seconds after it hit the Control Tower, with the port wing folding upwards and breaking away. Owing to its high speed and trajectory when it hit the building, the aircraft crashed more than a half mile further on. Photo via Richard de Boer

The first people on the scene found Briggs and Baker face down, side by side, thrown clear of the wreckage, but ablaze in their gasoline soaked uniforms. Briggs had just celebrated his 25th birthday the previous Sunday in Downsview, Ontario.

Mrs. G. L. Williams, who ran the lunch counter in the terminal building, found Edward Jack and poured him some coffee and brandy. Then she and her husband drove him back to his hotel. En route, Jack told the Williamses how he had just missed death by what he called 'blind luck'. Then, according to Mrs. Williams, Jack just kept repeating over and over: 'They were grand boys!'

Although she saw the airplane hit the metal poles, Evelyn Powlan didn't find out that Briggs and Baker had been killed until a reporter interviewing her about the accident confirmed their deaths.

Airport Manager Cyril Huntley telephoned the Station Commander: Group Captain Irwin, then noted in his daily journal simply that 'F for Freddie Crashed. 16.20 M.D' (Mountain Daylight).

A fireman detailed to help with the clean-up removed a narrow 4 inch long strip of grey painted plywood and a patch of fabric 6 inches square from the crash site. That night he pencilled on the fabric: 'Wing fabric from 'F for Freddie'. Most famous World War II Mosquito dive bomber. Ripped off wing as it crashed and fell. May 10, 1945'. These only relics of the great aircraft were brought into the Calgary Aero Space Museum in 1990 by a fireman who salvaged them at the time from the crash.

Two days later the Union Jack draped coffins, adorned simply with the crew's hats and a single rose each, were escorted by an honour guard of 100 airmen from the overfilled church, to the Field of Honour in Burnsland Cemetery where they were laid to rest.



Left: de Havilland Canada Engineer Edward Jack at the graveside of Briggs and Baker on Remembrance Day, 1973. Jack had originally been scheduled to go on the fatal flight but felt ill and was told by Maurice Briggs to 'sit it out'. Jack witnessed the crash minutes later from the Control Tower. This was his first visit to the graves in Calgary since the funeral 28 years earlier. Photo via Richard de Boer

THE ECHOES

Edward Jack returned to Burnsland Cemetery on Remembrance Day, 1973. *'I knew by all odds that I should have died in that plane too'*, he said. *'Although I relived that day a thousand times, until now I couldn't bring myself to go back to the graveyard where I too would have been buried'*.

In 1991, the daughter of the fireman who salvaged the souvenirs from the burned remains of LR503 made her way to what had been the Drill Hall for #37 SFTS. There she asked the staff of the Aero Space Museum of Calgary if they knew anything about the airplane, and if they wanted to add these pieces to their collection.

The following year, Maurice Briggs's godson, Peter Smitz, then a Royal Canadian Mounted Police Officer stationed at Calgary International Airport, came into the Museum with newspaper clippings given to him by his mother Anne, detailing the crash of an aeroplane and the death of a friend around VE Day in 1945.

When I telephoned Anne Harder (nee Littleton) at her home in California where she had been living since 1948, we discovered that despite the separation of 35 years, she and I had grown up in the same neighbourhood in Calgary and gone to some of the same schools. I told her the Flying School where I earned my pilot's license now occupied the old terminal building and that when I started working for the Aero Space Museum, my office was also in that building. I also told her the Museum now occupied the old Drill Hall and that it had a Mosquito in its collection; one of only 30 or so left in the world, and I would dearly love to see it restored as a tribute to Maurice, John and Freddie.

Anne asked if I ever went skiing and if I knew the Banff Springs Hotel. Then she began to tell me about being young, a little reckless and in love. She told me about a world at war and about the coming of peace after VE Day.

Richard de Boer

President

Calgary Mosquito Aircraft Society

www.calgarymosquitosociety.com

The author would like to thank everyone who helped put this article together. A book length version of this story is under way. *'For the past 7 years my focus has been on saving our Mosquito, all else has taken a back seat. The good news is we completed our funding requirement of raising \$1.6M Canadian, within the required 2 years to restore it and our Hawker Hurricane. That will lighten my load significantly.'*

* * * *

MOSQUITO TIMELINE

1936, Sept 8 - British Air Ministry issues Specification *'for a twin-engine medium bomber, capable of carrying a bomb load of 3,000lb (1,400kg) for 3000miles'*.

1939, Oct 7 - A design team under the leadership of Eric Bishop and the guidance of Geoffrey de Havilland Senior assembles at Salisbury Hall, Herts, to begin work on the DH.98 concept: De Havilland's being a private company, building 'wooden' aircraft - Tiger Moths, Rapides.

1940, Nov - The Mosquito prototype flies for the first time in the hands of Geoffrey de Havilland Junior a day after completing taxiing trials. **NB** It took just 13 months to design, build and fly!

1941, Jan - The prototype designated EO234 is given the serial number W4050. Further test flights are carried out by John Cunningham. This aeroplane 'prototype' is now with the de Havilland Aircraft Museum Salisbury Hall, undergoing a complete 'restoration'.

1941, Jan 16 - In speed trials, prototype W4050 outpaces a Supermarine Spitfire II at 6,000ft flying around 20mph faster. It is also faster than any other Allied Aircraft at that time!

1941, April 16 - W4050 is demonstrated to Lord Beaverbrook, Minister of Aircraft Production, who is impressed by its performance. Later, Hap Arnold U.S.A also sees the Mossie displayed and requests same for the U.S.A, several are acquired for 8th Air Force for PRU use.

1941, June 10 - The Mosquito PRU prototype W4051 gets airborne for the first time. It flies operationally.

1941, June 21 - Impressed by the results from trials, the Air Ministry orders mass production of the Mossie, including 176 fighter versions.

1941, Sept 17 - The Mossie makes its first operational flight in PRU role. An unarmed PP1 evaded three Bf109s.

1941, Oct - The prototype makes its first flight with Rolls Royce Merlin 61 engines.

1941, Nov. 15 - 105 Squadron takes delivery of W4051, the first operational Mosquito B.IV Bomber. The unit later undertakes low level and shallow attacks as techniques, developed operationally.

1942, Jan - The first Mosquito Night Fighters enter service. Wing Commander John Cunningham claimed 19 night victories on type Mosquito II Night Fighter fitted with AI V radar.

1942, April - The updated PR IV model completes its first operational sortie. Over 30 being converted from B IV bomber variants.

1942, June 1 - The FB.VI Fighter Bomber version flies for the first time and proves a great success. It is powered by updated Merlins.

1942, Sept 25 - Mossies from 25 Squadron strike the Headquarters of the Gestapo in Oslo, Norway. The attack features in *The Times* newspaper and a propaganda cue. A precision attack.

1942, Dec. 20 - 23 Squadron begins to base its NF II Night Fighters fitted with new transmitting antenna, at Malta for use against Italy.

1943, Jan 20 - A Mosquito raid targets a German Radio Station in Berlin as Goebbels and then Goering are about to make a speech, the speech is heard live with bombs drooping in the background disrupting all.

1943, April - The first Mossie PR. IX LR405 flies. A total of 90 were built, the first variants to be made in quantity with two stage/speed engines fitted.

1943, April - Impressed with the type and concerned about its potential, Herman Goering orders special units to combat Mosquito attacks. Luftwaffe pilots shooting down a Mossie were credited with two kills!

1944, Feb 18 - Mosquitoes bomb a prison in Amiens in a bid to free Resistance Fighters. Around 260 prisoners escape, but many are recaptured. Australian, Canadian and British Squadrons participate in this low level precision attack - in several cases aircraft flying below tree level to bomb the prison walls.

1944, March 25 - A Mosquito lands and takes off from a carrier, Pilot is Captain Eric 'Winkle' Brown. This achievement creates the Sea Mosquito Variant.

1944, Sept. 19 - Wing Commander Guy Gibson (Dambusters, 617 Squadron) is killed when his Mosquito KB267 is shot down.

1944, Jan 15 - Mosquito FB. VIs of 143 Squadron shoot down five Focke Wulf Fw 190s from JG 5. They also sink three German vessels for five losses.

1945, March 21 - Mosquitoes target Gestapo headquarters in Copenhagen. The attacks are carried out by The 2nd Tactical Air Force (specialists in precision low level attacks).

1945, April 15 - Five German vessels are sunk by Mosquitoes equipped with either machine guns or cannons, with/without bombs, 250lb or 500lb, (skip bombing) and/or rockets, with solid shot or explosive warheads. Several Mosquitoes carried the Molin's Cannon a 6lb auto feed anti-tank gun, with explosive or solid shot warheads. Intention to sink vessels or U-boats hitting below the waterline. The attack force comprised of differing Mosquito variants to confuse the enemy.

1945, May 10 - **Mossie 'F for Freddie' B IX LR503** whilst visiting Calgary Canada, on a War Bond Drive, crashes tragically while performing a Flypast.

1945, Nov. 10 - The first Sea Mosquito variant TR.33, a navalised version flies. This type was followed by six TR.37s with improved radar.

1952, June - 23 Squadron retires its NF.36 night fighters as the RAF slowly phases the type out of service. A few TT.35s fly on as Target Tugs.

1956, Oct - Flying with the Israeli Air Force, Mosquitoes see action during the Suez Crisis against the Egyptians. These are the final combat missions flown.

1958, Sept - The first prototype is found and saved at Hatfield, home airfield of de Havilland's and returned to Salisbury Hall, where the Museum is developed.

1963, May - The last RAF examples are retired by No. 3 Civilian Anti-Aircraft Co-operation Unit based at Exeter.

1964, April - The film '*633 Squadron*' based on a fictional story by Frederick E Smith, featuring 8 Mosquitoes along with a famous score (*my mobile ring tone!!*) is released and follow-up film '*Mosquito Squadron*'.

1996, July - At Barton Manchester UK, the world's sole airworthy **Mosquito RR299 (G-ASKH)** crashes with tragic results, killing both crew members.

2012, Sept 27 - Owned by U.S.-based Jerry Yagen, **Mosquito FB26 KA114** after an 8 year restoration programme by Avspecs, flies for the first time at Ardmore New Zealand. The FB.26 (Canadian originally built FB.VI) is based in Virginia Beach, U.S.A. but displays in Canada. The aircraft was originally built in Canada, flown by RNZAF, scrapped in New Zealand then restored in New Zealand to U.S. owner Jerry.

2014, June 16 - **Mosquito B.35 VR796** as *F for Freddie* makes its first flight in the hands of warbird pilot Steve Hinton in Victoria Canada, following restoration work by Victoria Air Maintenance, she is owned by Bob Jenns.

NB. 56 Various, Types, Variants, Mks produced.

NNB. Mossies built in the UK, Canada, Downsview and Australia.

Dave Coeshall

Kermit Weeks has a B.35 (ex RAF) sitting slowly rotting at Oshkosh in the USA. Canadian owned, but I don't know whether or not it is flying / displaying.

There are three Mosquitoes on the restoration line currently in New Zealand:

PZ474 – FB.VI for Rod Lewis, U.S.A

TV959 – T.III for Paul Allen, Flying Heritage Collection, U.S.A

RL249 – The People's Mosquito (Wing in restoration only currently – pending fundraising)

John Lilley

The People's Mosquito

MOSQUITO KA-114

by
George Stewart DFC (Canadian Member)



Canadian-built de Havilland Mosquito FB26-KA114 over Auckland, New Zealand, September 2012
Photograph credited to: Jerry Yagen, Military Aviation Museum of Virginia

When the world's last airworthy Mosquito fighter bomber crashed at a British Air Show in 1996, the tragic deaths of the two men on board the WWII-era aircraft were compounded by the heart-breaking loss to global aviation heritage. It seemed certain at the time that another 'Wooden Wonder' would ever take again to the skies. But then, a Canadian-built de Havilland Mosquito almost written off as junk when it was discovered rotted and rusting in an Alberta farm field in the 1970s soared back into the sky on 27 September 2012 at Ardmore, New Zealand, after an eight year, multi-national, multi-million dollar restoration by Avspecs.

Mosquito FB26 KA114 is owned by U.S.-based Jerry Yagen.

The newly re-built aircraft rolled off the Toronto assembly-line just as war was ending and never went overseas. It was used briefly for training Royal Canadian Air Force pilots before being declared surplus by the Canadian Government. It was one of two Mosquito cast-offs. However, like a Phoenix rising from the ashes, it now rests in Yagen's private Air Museum in Virginia – one of about 1,100 built in Canada during the war, and one of approximately 8,000 manufactured in total.

However, this year, as a rare treat, it was flown on 15 June as star attraction at the Hamilton Air Show.

Amongst those watching was Hamilton resident and Canadian Warplane Heritage Museum Life Member George Stewart DFC. He said: *'The plane's rebirth as a flying machine is an awesome moment for Canadian Aviation heritage. This is the very best Mosquito I have seen in my whole life – and I've got over 1,000 hours on them'*. George, for those who don't know him, is a 90 year old Royal Canadian Air Force veteran who served as a Mosquito pilot during the Second World War at Little Snoring in 23 Squadron. To understand his link with KA-114; we need to step back into a slightly different archive of history.

It was the late 1940s when Canadian Government gave over 200 battle-ready Mosquitoes to the Chinese Nationalists fighting a tough and bloody battle for democracy in China. With the sudden acquisition of 200 Toronto-made Mosquitoes, the Chinese needed a Flying Instructor. The RCAF knew the Mosquito was tricky to fly under 150mph and absolutely unforgiving to flight novices. Chinese freedom fighters were having a tougher time than most, learning to fly high-performance Mosquitoes as a flying thoroughbred far beyond what they were used to. The big negative at the time for George Stewart was that older Chinese pilots could easily resent being taught by a 24 year old Canadian pilot and his young assistant. In Chinese society one looks up to one's elders, not the other way around! However, the story of George E Stewart DFC, Chinese Nationalists and the gift of 200 Canadian Mosquitoes is far too big to recount here. The important thing is that it happened. And in the mid-1990s, the Chinese went on to invite George back to China to reminisce about those 'early training days' with his former students!

Today, apart from enjoying retirement at 90 years young, George has been providing consultation to AvSpec's Mosquito restoration project and giving tips to Mosquitoes' future pilots. No-one has flown or seen a flying Mosquito in almost 20 years, and with over 1,000 hours flying time on the Mosquito, George was ideally suited to the task.

But then, something even more extraordinary happened:

'I was giving a talk at Canadian Warbirds Heritage (CWH) in November 2011. When I finished, I was told there was someone in the canteen who wanted to meet me. It was Jerry Yagen! Knowing about his Mosquito Project, I threw my arms around him and said: 'I want to fly your bloody aircraft!' 'Hold on', he said. 'It isn't ready yet. But I understand you have some knowledge about handling the Mosquito!' 'Yes, Jerry', I said. 'Let me put it this way. I can make every take-off by every Mosquito pilot steerable from the very start every single time'. 'Wow! You've got to tell my guys in New Zealand about this! They're having a bird about its dangerous handling, after reading all the Accident Reports!'

He put David in touch with me, and months of emailing began. Over a period of nine months, David Phillips decided, somewhat nervously, to use my method ... and it was a huge success! Three pilots now fly it confidently and safely. They have published the whole procedure, giving me credit for solving their problem, offering it to any and all pilots who will fly Mosquitoes in the future. I just feel so grateful that something so significant which lay buried since 1948 has been brought to light!

You, Janine, know the full story of my involvement regarding handling. I went to New Zealand just days after its first flight, and to Virginia Beach after it arrived and flew there. My greatest fulfilment was that Dave and Keith used my simple 'Zero Boost' technique, which I discovered 66 years ago in China. If there was a legacy for me to pass on, it would be that, for the ease of handling and safety of Mosquitoes now and for the future.

I went up to Canadian Warplane Heritage Museum the day of its arrival and had a great chat with Mike Spalding, the pilot. As a further point, I wanted to urge him on take-off to hold the aircraft down to about 50ft until he was going about 180mph with the gear retracted and the power pulled back for the climb. An engine failure after lift-off, below 160mph, could easily result in a sharp uncontrollable roll and crash, usually fatal. We were not told about this consequence in training at High Ercall. We were just being rushed to get trained for the job! I did however finally have it demonstrated for me at Greenwood, a year and a half after returning home from Ops. We also had little news about adverse handling problems, but they did publish limits in our handling notes.

My greatest tip came from a fellow trainee at High Ercall, F/L Jackie Curd, who told me to get my power up on take-off as fast as I could, because it would save my life one day. It did! Little did I realise it was the basis for my 'discovery' five years on. I had no trouble, day or night, empty or loaded for an Op, but passed it off as just staying current!

I went up to the airport and had more visits with Mike, but no mention (as expected) was made about a possible flight for me. Our Program Manager, Al Mickeloff, tested the waters, but came back empty. Mike asked if I'd be out on Sunday, but I said no.

We had a lazy Sunday Father's Day morning in June this year. Then around noon, I went next door for a tea with our neighbour. At 12.35, I realised it was time to call David in Switzerland and excused myself to hurry back home to call him. I screwed up the first dialling, tried again, this time okay, started a chat with David, when another call appeared on the line. I thought about ignoring it, but curiosity took over, so excusing myself for a moment, I answered it. 'Hello George, this is Al. How are you?' 'Great Al, just doing Father's Day'. 'George, how fast can you get here???!!!!' 'I don't believe it ... is it really true???' 'Yes, it is!' 'How about the speed of light! I'll be right there.' 'Great, just don't kill yourself in the process ...' 'Thanks Al!!!!'

I rushed over to tell Marion, my wife, and the gang, and putting on my running shoes, raced out the door, into the car, and sped to Mt Hope for the ride of a lifetime in the only flying Mosquito in the world!! After much talking with friends and photographers and borrowing a flight suit several sizes too big, and

chatting with Mike, we climbed aboard and started up. Jokingly, he said to give him any tips. 'You don't need any tips!'

Such memories instantly recalled as in the cockpit after so many years they came back to life!! Heaven only could beat that feeling ...

We taxied out to the runway, holding short for the run-up, and after getting clearance, taxied out and lined up for take-off. He pushed the power up to Zero Boost, and just before he released the brakes I said: 'Stick back, then left and right hands full forward as you release the brakes, and push right rudder to stop the left turn!' We hardly rolled more than a hundred feet or so when the tail came up, meanwhile he was tracking straight down the centre line of the runway.

130mph, he lifted off smoothly, tapped the brakes, and selected sharply 'Gear up', changed hands and flew on, building airspeed, as I mentioned: 'Hold it down'.

180mph+ Mike throttled back to climb power, and eased comfortably into his climb out, and did his post take-off check. With an approved right hand departure, he circled back for a couple of passes over the Museum, and headed south towards Caledonia a few miles out of the control zone, climbing to 3,000ft.

To my utter amazement, he pointed at the control column, signally me to take hold!

Wow! Totally unexpected!!

I flew around, using my left hand, turning each way, up and down, steep and shallow, as Mike pushed the ball to centre because he had the rudder.

I suppose I had it for about 20 minutes, and it was ecstasy!!!! I asked Mike if he would fly over our home, to which I pointed the way. He did a 360, which they all saw from the ground, headed back to Mt Hope, and after a returning pass, flew in to land, taxied back, and shut down as I pulled out the 'Idle Cut Off' handles.

We climbed out to be greeted by friends and photographers. Much talk. Many pictures. I thanked Mike Spalding profusely, and Al Mickeloff for the flight of a lifetime!

I drove home in a daze, about 50ft in the air!!!!

Greeted by Marion and our neighbour, Joan, I described the whole event. Absolutely exhausted. I flopped on my bed for a quick rest!!!!

We went to son Peter's for Father's Day Steaks on the barbeque and told them all about it. Marion had called him when she first heard. He was up at his cottage, preparing to fly home an hour or so later. He tuned in to 1250 on his flight back, and heard us as we got permission to taxi, take-off, and land, at his home on Hamilton Bay where he flies his Cessna 206 seaplane. Before dinner, he took us up in it, and flew to Grimsby and back to land, letting me do a lot of the flying ... Wow! What a day!!

Sunday, 15 June 2014, I flew in the only flying Mosquito in the world: Jerry Yagen's MK 26 - [KA 114](#) - 70 years less one month after I flew my first operation in another Mosquito: MKVI – PZ148, YP-N, with 23 Squadron, RAF Little Snoring, England, on 12 July 1944.

What a life! What an aircraft!! The Mosquito ... always she brought me home!

Thank you David Phillips, Keith Skilling, and Mike Spalding, for daring to believe, and bravely to try a method so unlikely to be believed in today's sophisticated system!! The Mosquito deserves this nurturing!! The de Havillands would bless you!

George Stewart DFC
www.youtube.com/watch?v=wu5B03SqrAE

MOSQUITO VR-796

by
Bill Shinnan



Mosquito: VR796, photo credited to Victoria Air Maintenance Ltd

Robert Jens-owned/Victoria Air Mtce-restored Mosquito: VR796 was delivered to its owner at Richmond British Columbia, with no pre-publicity about its first flight – circumstances and pre-contractual obligations didn't allow it. However, Bill Shinnan who lives on the island, by chance happened to be at YYJ airport, saw VR796 flying and doing passes on its second day of flight which he likes to refer to as 'An Airshow for the folks in and around Sidney BC'. It was actually on day three that the Mosquito was ferried over to Vancouver BC (YVR) and presented to its owner where it will reside in the owner's hangar at YVR.

Bill Shinnan shares his thoughts:

The speed of this aircraft is testament to the design of the airframe and the power of two beautiful sounds of Merlins!

The ceiling and visibility was unlimited. Just a great day for Test Flight VR-796. Quite unplanned, I was driving from the Main Terminal Building YYJ and decided to pass through the general area of the hangars and the Shell FBO. While passing by the popular Mary's Blue Moon Restaurant, I caught a glimpse of what appeared to be wartime aircraft being towed/positioned to the flight line. After slamming on my brakes and verifying there were no approaching vehicles, I pulled a 180 to return to this narrow viewpoint. It was VR-796 that was being prepared for flight. No Lektro Tug visible in the immediate area. Not a good vantage point ... the aircraft was quite a distance. VR-796 did fly and for about 45 minutes gave residents of Sidney an incredible Air Show. The Mosquito performed circuits, some high speed, using runway 09/27 and aligning on Runway 27 for his approach. The drone of the Merlins is captivating. I was privileged to be on his overshoot for three passes at approximately 300ft. The drone of the Merlins is perhaps unique, in that it was very evident when the pilot was advancing the throttles. It was very audible and distinct that these two Merlins were powering this light-weight bomber on a missed approach. Going to do my best, over the next few days to query when additional flights are planned. Brize Norton – eat your hearts out!!

The video link below was taken on Tuesday 17 June by Dave Realville at YYJ on the second Mosquito VR796 flight day during a pass over runway 09. So far it is the only video I've seen of this eventful but unpublicised few days. It's not the best video, but crank up the sound and you'll sense how fast and furious the Mosquito was and again is!

<https://www.facebook.com/photo.php?v=10152578780156579&set=vb.525301578&type=2&theater>

MOSQUITO VR-796

by

Richard de Boer



At noon on Monday 16 June 2014, a sister ship to ours, Mosquito VR796, took to the air in Victoria, British Columbia, for the first time since June 1963. It was a short flight of just 15 minutes as the airplane had main undercarriage retraction issues. It was flown by Steve Hinton, with Victoria Air Maintenance Chief Engineer Mel Johnstone in the right seat. The main landing gear was never fully retracted with the port hanging down and, after cycling the gear, both returning to the down and locked position after one extended orbit of Victoria Airport.

Sometimes referred to as the world's longest continuous aircraft restoration, this Mosquito had been under rebuild since acquired by Don Campbell from Spartan Air Services in 1966. Like our Mosquito – LR-503 'F for Freddie' - this Mosquito started life in the Airspeed factory in England after the war and was built as a B.35 model. Serialled VR796, it too went into storage, but unlike ours, it was not converted to photo recon standards and did not serve in the RAF. It became a true sister ship to ours when it was purchased by Spartan Air Services in 1954 as one of 15 Mosquitoes (10 were flown, one of which was grounded as soon as it got to Ottawa, 5 were used for parts) acquired for high altitude photo mapping work in Canada and abroad. It acquired Canadian registration CF-HML and was the first of the Spartan Mosquitoes to be ferried across the Atlantic, arriving at Uplands Airport on 3 May 1955. HML soon went to work carrying Wild RC5 and RC8 cameras throughout northern and western Canada for its photo mapping missions.



*CF-HML as she appeared April 23, 1955, Derby Aviation
(R. A. Scholefield via Air Britain)*

It made its last flight for Spartan when it was ferried from Thunder Bay to Ottawa in 1963. At that point, it had a total of 515 hours and 10 minutes flying time. Its road back into the air was long, twisted and uncertain.

In 1966, Don Campbell purchased HML from Spartan and brought her home to Kapuskasing, where he and the Air Cadets of No. 647 Squadron began to work on her. In 1979, Don made a deal with Mike Meeker, owner of Anglo-American Cedar Products of Mission, BC, for the Mosquito to be transported to BC for completion. Sometime prior to this, Meeker acquired the remains of the famous Mexico City, Holiday Inn Mosquito, a B.35 registered HB-TOX. HML was placed in an inconspicuous building in Matsqui, BC. The Canadian Museum of Flight and Transportation headed by Ed and Rose Zalesky also acquired an interest in the airplane and in the lean economic days of the early 1980s, the Federal

Government put some job creation money towards the restoration project as it helped to employ newly graduated Aircraft Engineers.

Eventually full ownership passed to Bob Jens of Vancouver in the early 1990s and HML was moved to the Vancouver Airport where Engineers from Jens' aviation business worked on the Mosquito. In 2009, Jens made the decision to contract out the completion of HML to Victoria Air Maintenance at the Sidney, BC airport. Five years later, she was readied for her first flight.

I first saw her in September 2011 when invited to be inaugural Speaker at the new Victoria Chapter of the Canadian Aviation Historical Society. At the time, rumours were circulating the owner was going to finish his Mosquito as the wartime '*F for Freddie*'. I naturally chose that as the topic for my presentation.

Mel Johnstone, Lead Engineer on the restoration, attended my presentation and invited me out to see the airplane next day. I wasn't sure of the reception at Victoria Air Maintenance (VAM). They too had put in a bid to restore the Calgary Museum once the City had committed to keeping and restoring it. I needn't have worried. I met VAM's owner, Mike Ingram who congratulated us on winning the long campaign to keep and restore HMS. Their Mosquito was in the paint shop getting a series of coats of silver dope before being painted. Mel showed me round and apologised there wasn't much to see as it was largely masked off for painting. He told me how they bent all new tubing throughout the bomb bay for the hydraulic systems and about the great look of the fully restored and functional cockpit. Mel paused a moment and started ripping away the yards and yards of paper and masking tape from the cockpit door and bomb bay so I could see their beautiful work. It was clear this was more than just a job for him!

The next year, the paint and markings started going on and the rumours that HML was to be painted in tribute to the original '*F for Freddie*' were true. The finished product caused some dismay among purists for its glossy finish. It was decided not to use the original '*F for Freddie*' serial number on the rear fuselage, but retain the original serial number of this particular airplane.

In April this year, the internet jungle drums busily spread the word of HML's first engine runs. Yes, that's right! [HML](#) was now [HML](#)!! Jens had tried to acquire the original registration, but it was now on a Rockwell Commander in Quebec. A deal could not be made to re-acquire it. Mike Nixon, owner of Merlin engine speciality shop Vintage V-12s, came up to VAM to personally start the newly installed 113 and 114 model Merlins. They hummed, purred and roared, as only Merlins can! The Mosquito owner wanted no publicity or attention given to its first or subsequent flight. However I heard the flight was scheduled for early May and made plans to drive out. How could I not take the chance? It was now painted like her sister '*F for Freddie*'.



I arrived on 6 May to make my way into VAM's hangar, soon discovering a first flight is not a single event, but rather a series of events. I knew the original '*F for Freddie*' had crashed that very week, 69 years earlier. Now in this hangar I had my first look at this new and somehow ghostly version of *Freddie*. I've been chasing this story since I was 17 years old. Emotions clashed as I saw the famous nose art and I turned away from others in the hangar to hide my tears. I circled it, took pictures; touched it – just to be sure it was real.

In short order, Mel Johnstone entered the hangar having picked up the pilot contracted to fly the Mosquito, who introduced himself, walked around the aircraft, stopped near the nose, pulling out his iPhone to take a '*selfie*' with his wife, using the distinctive nose art of '*F for Freddie*' in the background.

Back when I wore a younger man's clothes, there was a pilot who I admired a great deal. He wasn't a lot older than me, but his accomplishments were *amazing*! By age 29 he had won the unlimited class at the Reno National Air Races and set an all-time speed record for propeller-driven aircraft that stood for 10 years. He flew for a lot of movies and got into the Museum and restoration business as well.

In 1979, while air racing in a Griffin-powered 500mph monster at an altitude of 40 feet, his airplane suffered a catastrophic engine failure. He was too far from the runway and had nothing but desert boulders below him. In the seconds before impact, he radioed his best friend: *'Ain't gonna make it John. Tell Karen I love her'*. I remember with frozen clarity hearing, watching it on ABC's old Wide World of Sports, back in the day. Being a romantic, it left quite an impression.

Two seconds later, there was a yellow and black fireball. Karen was John's sister and the pilot's fiancé.

To the surprise of many, the pilot emerged from hospital a few months later having overcome a broken ankle, leg and back and continued on his path of amazing work in the old airplane business.

Being the best in the business, he was hired to do the first flight in this Mosquito in Victoria. As the pilot, Steve Hinton, called his wife Karen over to take their impromptu self-portrait in front of *'F for Freddie'*, I experienced one of the most surreal moments of my life!

I had a chance to ask Mel about the choice to hire Hinton for the test flights: *'As much as he is one of the best pilots in the world, he's an even better Engineer'*.



Karen and Steve Hinton doing a 'selfie'

It turned out to be a week of wonder and frustration.

I met Mosquito veterans and people who had been writing letters on behalf of the Calgary Mosquito Society from the day we got started. I met Mark Mohan who worked on HML as a newly-minted apprenticing aircraft Engineer when she came to BC in the early 1980s. He is now working in Hong Kong and made the trip back specifically to see her fly 30 years on. I met April Butler of Pan Productions who has been working on a documentary film of the restoration since it arrived in Victoria. I had lunch with Robert Stitt, unofficial Spartan Historian now working on a book about this enterprising Canadian company after being inspired by our efforts to restore HMS to her Spartan glory days.

We hung around the hangar most of the next day as Mel, Hinton and the crew conducted gear swings, fixed position lights and made other adjustments. Both wheels would go up, but then one would fall down. Then one would go part way up and stop. Tweak and adjust was the theme for that day and next. Then as VAM owner, Mike Ingram, hooked up a tug to tow the Mosquito outside, I realised I had never seen one out in the open. I'd only ever seen them in hangars and Museums. I started to shift my thinking on Mosquitoes. This one was alive in a way that no other Mosquito I had ever seen had been and she would soon fly ... she looked beautiful in the sun!

Soon came the first engine start. Both engines started before the props completed one revolution. After a few starts and modest runs, it was towed back into the hangar for RPM adjustments on the props. Next day a barrier went up inside the street-side hangar door to cut down on the number of tourists in the building. After further runs and adjustments, it was decided to take the aircraft out to the main ramp for high power engine runs. I saw a Mosquito taxi under its own power for the first time! Robert Stitt carried his portable air radio with him, turning it up loud. *'I just want to hear them call Ground Control, identifying themselves as 'Mosquito, Charlie Fox Hotel ... Been a long time since those words have been said over the radio.'* I leaned in to listen.

They taxied past Viking Air where new DH Twin Otters are being made. *'Watch and listen kids, this is how an old school DH twin looks and sounds'*. Hinton taxied up to the end of the apron and back again, pointing her tail into the weeds. *And then she roared!* He took the Merlins to near full power. Even several hundred feet away the noise and vibration were all consuming!! Viking staff came running out of the hangar to stop in their tracks. We could barely speak to each other over the noise. We were

possessed by the noise and the power! She hopped forward as the power overwhelmed the brakes. The horizontal stabilizer flapped and shook in the wake of both props at full power. *It was nothing but awesome!* They taxied back to VAM and shut down. There was more talk, more tweaking. It was decided to start her again to test adjustments. Both were running at moderate power levels when Mike Ingram came over and told them to shut it down. He could just see something happening on the starboard engine. The starter had refused to dis-engage and burned out. Right away, Hinton was on the phone to his people in Chino, CA, to arrange for a new starter to be shipped up by FedEx.

It was now 8 May, the 69th Anniversary of VE Day. The original 'Freddie' had arrived in Calgary on 9 May and crashed on the 10th. I thought it best not to share the timing of events with anyone.

Next morning, it was essential staff only on deck. Mid-morning we were told the truck carrying the starter to the airport in California had broken down. Time for Plan B. Hinton had to get back to California by Saturday and the starter wouldn't now arrive until Monday. He was next available on 26 May. Just as it was settled, a girl from the office came with the news the starter had made it to Victoria but the truck to here, not in California, had broken down. It might arrive mid-afternoon. Mel took the lead, squashed any notion of trying to fly that day. '*Let's not rush. We have a plan.*' Agreed, we said our farewells until 26th.

On reaching home I booked a flight to return to Victoria on the 26th. However, the week prior I got an email from Mel asking me to call. Their undercarriage selector valve had failed. Did we have one and could they borrow it? I consulted with a couple of Board Members and agreed to ship it next day. A phone call next day confirmed a piece of our Mosquito would fly with its sister ship HMJ!

Plans for the 26th got postponed due to new issues. Our valve was shipped to a hydraulic shop in Sidney where the seals were changed and the unit tested. It passed. A new date: 16 June.

I flew in that morning, made my way to Victoria Air Maintenance's hangar. I didn't get 10' in the door when I heard staff grumbling about '*the circus coming back*'. First indication that things were tense. There was now a list of approved visitors. Everyone had to report in. I got in the door, but kept out the way with the rest of the faithful gathered outside the fence. By late morning, the Mosquito was outside the hangar. A fuel truck pulled in. Hinton was in his tan flight suit with a life vest over the top. Mel was going to be in the right seat. He called the Tower for clearance on his cell. They climbed in. Again, both engines started with no more than two blades going past the cockpit.

Just three of us followed on foot, past Viking, up the ramp, past the Control Tower, up to the Victoria Flying Club sitting near the end of runway 09. A small group of 30 or so had gathered in the grass adjacent to the runway, but were soon asked to move away by the Commissionaire. The Mosquito taxied to the end of the 7000ft runway and paused for a run through the check list. They were going to take off straight towards us. I pointed my camera to where they sat almost two kilometres away. With the wind at our backs, you couldn't hear the power come up, but soon we saw them moving.

I actually missed the take-off! I pointed my camera, clicked and tracked and clicked and tracked and focused on composition and bracketing exposures. Before I knew it ... they were past us ... and gone!



Lift off! With port undercarriage beginning to retract

I did notice however, the port main gear was still hanging down below the aircraft as they flew well past the airport perimeter. *It didn't go up!* The airplane climbed to 2500ft and made a single extended circuit of the airport. Robert Stitt beside me, again with the air radio, meant we could hear Mel talking to the Tower. As the man who did the gear swings and signed her off, a lot was riding on his shoulders. You

could hear every ounce of that weight in his voice. Someone else wondered how big the blast zone was around him at that moment. Thankfully, the starboard gear came down and both locked. They were in the air 10 minutes. As they taxied past on the way back to the hangar, I wondered if our selector valve was the cause ...

When we got back to the hangar, the first thing I heard Hinton say was: *'Well, the wings worked!'* and *'She doesn't fly sideways too well'*, in reference to the rather significant portside drag. He also mentioned a tachometer had failed on final and there were differing oil pressures on the engines. Nothing else was going to happen that day. The aircraft had to go back on jacks for more gear swings, a new tach cable. Next morning, the gear issues were declared resolved, a new tach cable acquired and installed. Again the fuel truck came by to top up the tanks. I couldn't help but think of the infamous Gimli Glider when Hinton asked how many litres there were to a gallon and someone else asked if he meant U.S or Imperial ...

I crouched just 10ft in front of the nose of the Mosquito to photograph the start of both engines. A puff of smoke out both sides and she was growling. Again I followed the airplane as it taxied down the apron to the threshold of 09. This time I caught the torque roll on take-off. As sweet as its reputation is, the Mosquito has two deadly characteristics and both happen on take-off. Not turning in opposite directions, the engines and props develop a huge amount of torque all in one direction and the Mosquito's rudder is not big enough to hold it straight on the runway. Wartime Pilot's notes even warn the unwary to watch for it. The standard response is to use full opposite rudder and when even that doesn't keep her straight, you are to pull the power back on the starboard engine. Just as she was about to break from the runway, the port wing tip dipped toward the ground as the opposite tip rose too quickly. *'He's missed correcting for it'*, I thought. But before I could finish ... Hinton levelled the wings and avoided catching a wing tip in the dirt. That night, when I reviewed my photos of the take-off the day before, I could see exactly the same torque roll on take-off. I witnessed it again the next day. It's an unsettling sight.

This time as she roared past us, both wheels retracted at the same time, dropped a moment, then tucked up into the nacelles and stayed put. An hour later, the pilot was honest enough to admit the gear drop was finger and not hydraulic trouble. They orbited the field, heading south towards Victoria. After 45 minutes, they returned and before landing, made a single pass at a modest speed and altitude, straight down the runway. The landing was clean and smooth and in a minute they taxied right past us and back to the hangar.

The atmosphere around the airplane and in the hangar was lighter than it had been the day before. No gear or starter problems. She behaved and flew well. Both Hinton and Mel commented on how loud it was, even with modern helmets and headphones. They had kept the speed between 190 and 220kts and kept an eye on temperatures and pressures throughout the flight. No tweaking required.

As gruff as VAM owner Mike Ingram can appear, I learned his heart is in the right place. He hooked up the tug to the tail of the Mosquito, but instead of pulling it back into the hangar, he drove forward, pushing it toward the fence at the far end of the row of hangars. I had hopped onto the tug, thinking to catch a photo from that perspective. In response to my raised eyebrow, Mike said: *'These people on the other side of the fence have been there all day. I can't invite them in. But they deserve a chance to get a good picture.'* It was a touching end to a successful flying day.

Next day, two flights were planned, each with a T-28 chase plane in attendance. The purpose was to get some aerial footage for the documentary film. For the first of the two flights, a GoPro camera was mounted in the T-28 cockpit as the airplane owners took advantage of the chance to fly in formation with the Mosquito.

We knew the routine by now. Fuel. Mel in the right seat. Taxi. Walk the considerable distance to the Victoria Flying Club for take-off and revel in the rarity of the opportunity. Track and click with the camera. There was the torque roll again. Away they went; gear securely where it was supposed to be. The T-28 developed radio problems and didn't join up for the morning flight. Documentary producer April Butler and I had lunch on the patio of the Flying Club and were treated to a Mosquito fly by. *It's a good life!*

For the second flight late afternoon, Mel gave up his seat to John Watt. John is a retired airline pilot who had the privilege of flying Mosquito G-MOSI from England to Dayton, OH for the U.S Air Force Museum in 1986. He had been supporting the restoration of HMJ for some time and one of the few people alive with post-war Mosquito time. April handed the GoPro camera to John and got into the back seat of the T-28 with her larger video camera. It went well. They were back in about 45 minutes. April posted a teaser of her footage on YouTube.

By the time they got back it was after 5pm. Mike Ingram again surprised me by suggesting we get some good shots if he towed the Mosquito back to the grass area near the Museum and away from the buildings and modern airplanes. *I wasn't going to say no!* Mel, his son Graham, Mike, Kim Ingram and April all took turns posing with the Mosquito and sharing in the moment. They clowned. I smiled and clicked.

Right: The author with pilot Steve Hinton after the last flight of the day.



We tucked her away for the night and I started to say my goodbyes. The plan was to deliver the Mosquito to its owner in Vancouver next day. But I had a flight back to Calgary that evening. *'If you have time, we're headed to the pub'*, said Mel. I had time! We were six people around a table for four. It was all airplane talk after a good day's flying. I had to go just as the second round appeared. *'I have a de Havilland twin to catch home, but sadly not a Mosquito'*, I told them as I shook hands and made my exit.

Next afternoon, I got a three word text advising me: *'She's in Van'* (Vancouver). That night, when I got home, there was a long voicemail from John Watt telling me all about the short but memorable 18 minute flight from Vic to Van. *'We did one flyby on the runway'*, he told me. *'Lots of people watching'*.

In the end it was a total of just five flights and less than four hours flying time. She was tucked into the owner's hangar next to his Spit XIVe. At present there are no plans to display or to fly her. That's just the way it is.

It was hard to go back to the somewhat mundane work-a-day world. We were a small group who shared, each from his own perspective, in a rare event, and we all had ringside seats. Over the next few days, we swapped a lot of pictures and video. I got more emails from Mel, April and Robert and more voicemails from John. It felt like a bond, no-one wanted to let go.

For a look at the crash and Hinton's farewell, go to <https://www.youtube.com/watch?v=Cc6bhjys0g4> and start at the 4:40 point.

Cheers,

Richard de Boer

President

Calgary Mosquito Aircraft Society

www.calgarymosquitosociety.com

<http://www.calgarymosquitosociety.com/feature49/feature49.htm>

For Mosquito fans, there is a Kickstarter campaign to fund the documentary about the restoration and first flights of the Mosquito in Vancouver. <https://www.kickstarter.com/projects/237898536/gaining-altitude-the-mosquito-reborn>

MOSQUITO A52-600

by
Bob Stevens



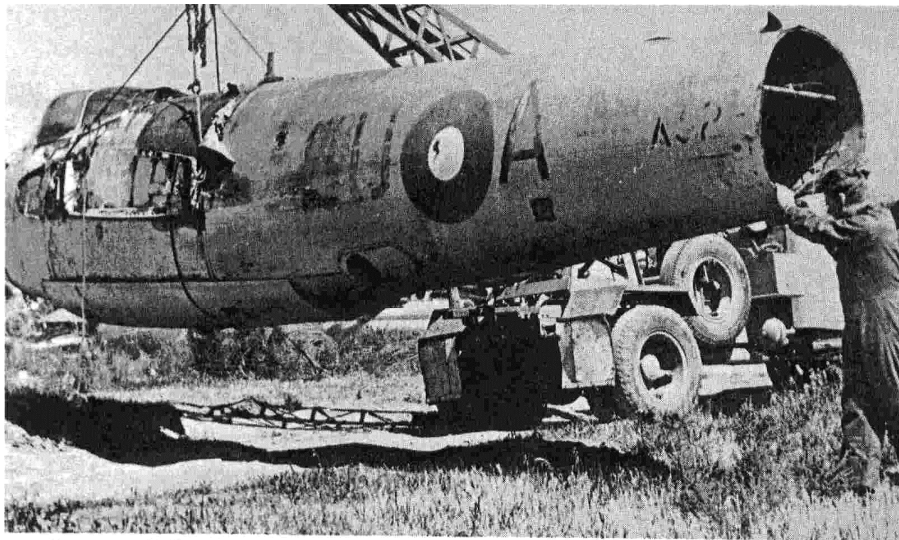
Just a quick overview in bullet points about this Mosquito:

- A52-600 started out in Hatfield and was shipped to Oz while De Havilland manufacturing was starting up in Bankstown, New South Wales;
- She did just over 20 flights or so of PR keeping an eye on Japanese movements – most flights of long duration north of Australia;
- She flew out of Coomalie Creek base some 60 miles south of Darwin, in the Northern Territory-one of our members owns the site and is reconstructing old buildings and has fly-ins during the year and calls on the RAAF for flypasts (they are only minutes (jet flying time) down the road) – a very well-known active gentleman up north;
- After the war she was used to assist in mapping Oz;
- When retired, passed through 3 different sets of hands until RAAF swapped a C47/DC3 for her;
- Moved to Richmond Base in New South Wales and restoration commenced;
- Due to consolidation of works she was moved to the RAAF Museum at Point Cook about 10-15 miles out of Melbourne, Victoria;
- She sat idle for a couple of years or so while a Walrus was restored (what a mess she was in – got blown about on Macquarie Island in a gale) – last stop before Antarctica;
- Due to her hurried move from Richmond where she had been dismantled, three Hercules loads of her was deposited at Point Cook with no documentation, so it took us about a year to work out what we had – mind you we are still trying to match pieces up even now ...
- When the person who originally bought her after retirement went to get his aircraft he was confounded to find such a large machine. As it would not fit on his low-loader, the wing was sawn off either side of the fuselage to negotiate country roads. Then he realised he would bring down the telephone wires, so he cut off the tail plane as well. When he got it back to his home he placed it out in the open on his tennis court where it stayed for a few years;
- The fuselage was supported by large tractor tyres to hold it upright for the kids to play in;
- When she was brought out for restoration at Point Cook, the first thing that had to be done was to remove the banana bend and the corkscrewing on the fuselage. She was gradually forced back into shape and let sit until the timbers accepted the original shape she should be. This took a year at least.
- Meanwhile the MAAA was cataloguing, turning manuals into spreadsheets for quicker retrieval of information, etc. then let loose on metal parts such as the undercarriage. Others rebuilt the tail plane and so forth;
- Then disaster struck the Museum's budget, it was halved one year and halved the next year again to contribute to the Middle Eastern war followed by Afghanistan. Now the aircraft is RAAF property and must therefore conform to RAAF standards for working practices, documentation, occupational health and safety and so on. The budget disappeared and so a large number of RAAF

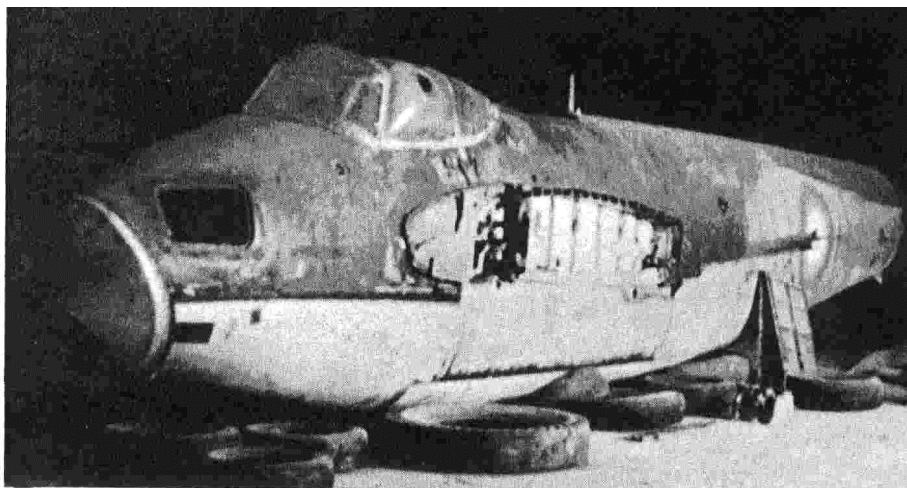
personnel departed making life difficult over the past five years or so. The paint shop was declared a hazard so no painting was achieved for years – we now have a new one that came on line a couple of months ago, but the backlog for its use in enormous and qualified volunteers are only permitted to use it. Needless to say some of the restoration works have rusted while waiting. Point Cook was originally a seaplane base and borders Port Philip bay which is full of sea water which tends to corrode things!

- Progress is slow.
- A52-600 will not fly as she is the only PR XVI with a WWII flying history. She is intended to be a static reference piece, therefore as much of the old parts will be made serviceable, but not all will meet flyable standards;
- The RAAF Museum will not fly its aircraft unless it is one of a pair. At the moment they only fly single engine craft;
- The fuselage has now had all its bulkheads removed and suspect pieces of timber replaced, the lower fuselage has been rebuilt and replaced due to an indentation caused back when she was placed on the tractor tyres years ago. A couple of weeks ago the external ply was removed from a small section of the fuselage and was stripped back to the inner ply, where all surfaces will have the old glues removed. An epoxy resin based glue will be used to reattach new balsa and outer ply. So the fuselage can be strapped while the glue cures and keep its shape under pressure, we have laser cut poly styrene sections to totally fill the inside of the fuselage;
- A significant number of the tanks etc. have been restored awaiting the fuselage work.

I am going out to Point Cook and will take my camera to snap what things look like. Many of the completed items have been placed back in storage and are not accessible to us. The last major task will be to build the jigs to hold the wing while we reconstruct it – as much of the original wing must be incorporated. The cost to get the two Merlins operational may mean we clean up externally only and leave them inhibited for the time being.



Recovery of A52-600 in August 1967. Pearce Dunn, curator of the Warbirds Aviation Museum, steadies the rear of the fuselage while the crane lifts it to the waiting trailer. (via Pearce Dunn)



As it is today – A52-600 at Wodonga in late 1983. (Vin Thomas)

* * * *

MOSQUITO NF.II

Yorkshire Air Museum Restoration



Mosquito NF.II

I was at YAM Elvington a couple of weekends ago, on the way home from a family do in the Dales, primarily to visit Tony Agar's magnificent Mosquito NF.II restoration - and what a thing of beauty that is - remarkable job. But couldn't visit without paying my respects to the behemoth that is the Halifax (which of course Paul Horrox flew with 76 Squadron as 2nd Pilot to Christopher Cheshire). That was quite emotional actually. (I've attached a picture from my visit which you might like).

Nick Horrox

The People's Mosquito

Tony Agar is the driving force behind this Mosquito NF.II restoration which has been ongoing for the last 25yrs PLUS!! He started this in his garage (extending it as necessary) at home after acquiring the fuselage as well as all of the other bits - a lifetime's achievement. Then relocating to the Yorkshire Air Museum. I have found and supplied some bits and pieces.

The original intention was to create a Static Display Airframe, this changed over the last few years to create a Taxi able Airframe with both Merlin's running. I believe this is nearing fruition, if so, I'm just waiting to hear, and will be there without fail to support him.

The reason I know so much is that in 2012, with Andy Dawson, good friend who runs www.mossie.org we organised a Mosquito Aircrew Reunion at Elvington, where Tony and his team, rolled out the Mossie, in front of the Control Tower. Not a dry eye anywhere, when to our surprise he got in the cockpit and turned over the engines on the Trolley and Starter Motors for the first time ever! What a day!! John L was in attendance.

The Mossie is dedicated to Tony's wife Val, hence the Code. Regretfully Val succumbed to a fatal illness some years ago. Tony has written an A4 Book to/for Val possibly available from Amazon, etc. Entitled:

One Man's "Mossie"

'The Spirit of Val'

By Norman Spence with Tony Agar

Published by: The Yorkshire Air Museum

ISBN 0 9512379 50

1996

I think the book is still available from the Museum. Those with computers can check their website. Elvington is a great Museum and I can recommend it to all, to visit and support.

The Aeroplane as it now stands is a 'composite', but the Cockpit is from HJ711 - a NFII which served with both 141 and 169 Squadron, Little Snoring. The Wing is from PF498 - a B.XVI. The Fuselage is from RS715 - a TT.35 a 'film star' from 633 Squadron crash, all recovered by Tony from 1969 onwards.

Dave Coeshall

A link to further information relating to Mosquitoes is Dr Andy Dawson's website:

<http://www.mossie.org/Mosquito.html>



NEWS FLASH ... NEWS FLASH

MOSQUITO DVDs for sale

'DH.98 Mosquito - A Wooden Wonder Restored'

First flight of Mosquito built in Auckland, with over 2 hours of awesome video footage. Features Air Show displays, air-to-air and on-board footage, and dual-audio tracks.

A deal has been worked out with a UK duplication facility to get copies produced in the UK

Price: Mosquito DVD £20.00 +pp

CONTACT JANINE BRADLEY for further details

All profits divided between The People's Mosquito & Association

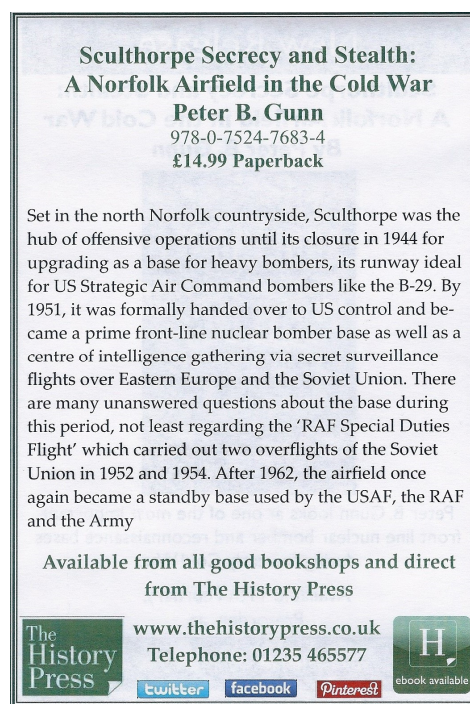
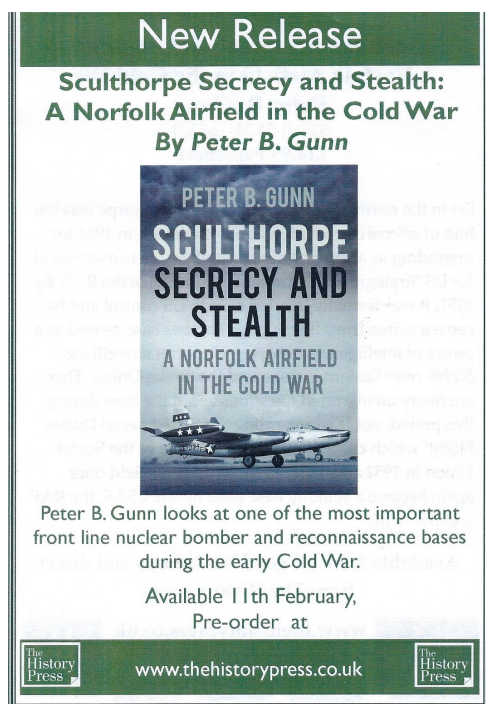
NEW PUBLICATIONS

Congratulations to members with new publications out this year!

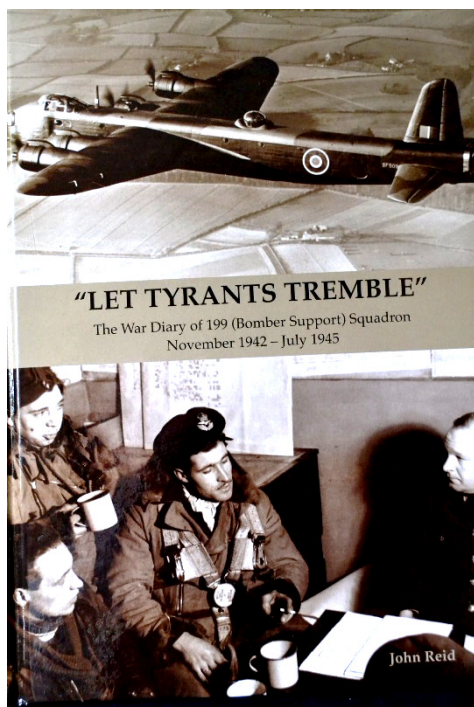
SCULTHORPE: SECRECY AND STEALTH

A Norfolk Airfield in the Cold War

By Peter B Gunn



* * * *



The War Diary of 199 (Bomber Support) Squadron by John Reid

'*Let Tyrants Tremble*' was the motto of 199 Bomber Support Squadron of the Royal Air Force (RAF) and this is its War Diary, telling the story of the Squadron's role in helping to defeat the Nazis by degrading their industrial capability. Based on original source material, the book gives a record of the Squadron's sorties, offering an authentic insight into the day-to-day operations of the RAF flyers risking their lives over enemy territory. Illustrated with photographs of planes and aircrew the book also has ten appendices including aircraft types, aircrew lists and a Roll of Honour.

ISBN 9781840336047

224pp; 75 illustrations; £30.00 Hardback

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Writings of a Wife to an Airman

Think of me at night when
Sleep is near,
And I who loved you am so
Far away;
Think of me then, and I will
Come to you,
Nor leave you till the night
Turns into day.

Stretch forth thine hand and
Through the depths of dark,
Another hand shall touch
Your fingertips,
And as of old, my voice
Shall breathe your name,
And press a kiss upon
Your dreaming lips.

Anon



Final Postings

Death will be but a pause...

Martin Albert Staunton, Eileen Boorman (nee Staunton), Len Bartram

Founders of RAF 100 Group Association – remembered in love

- 192 Squadron** George Ward DFC Sqd/Ldr; Phil James' Canadian pilot
- 192 Squadron** Kenneth 'Paddy' Passmore: DFC Flt/Lt; Canadian, died 2005
- 192 Squadron** John Cooke left memorabilia to the Museum archive collection
- 192 Squadron** Ron Phillips passed away late 2005
- 192 Squadron** Ted Gomersall passed away 30 November 2004
- 192 Squadron** Hank Cooper DSO, DFC passed away 2005.
- 192 Squadron** Michael Simpson W/Op & F/O passed away on the Isle of Man
- 192 Squadron** Richie' Richards Rear Air Gunner, flew Wellingtons. His son, F L Richards, passed on in August 2009, both members of the Association.
- 192 Squadron** Air Commodore Vic Willis, C.O, RAF Foulsham, passed away 30 July 2006.
- 192 Squadron** Group Captain Jack Short passed away December 2006. Association Chairman till 1996
- 192 Squadron** W.O (later P/O) A G McEachern RCAF died 15th August 2007, Saskatchewan aged 85
- 192 Squadron** LAC Harris, Ground Crew passed away 15 August 2007. Grandson James Kerslake is an Association member.
- 192 Squadron** Wing Commander David Donaldson, DSO*DFC passed away 15 January 2004
- 192 Squadron** Wilhelmson, F/O Sander Willie Raymond (J10026). DFC Home: Elbow, Saskatchewan
- 192 Squadron** F/Lt Richard (Dick or Dobbie) William Dobson, died 1996, remembered by son, Roger & daughter Susan, both members. Roger Dobson – Association Chairman from May 2014.
- 192 Squadron** W/O John Rhys Powell, Rear Gunner flying Wellingtons, died 1992
- 192 Squadron** Sgt George Richards, Tail Gunner, posted missing 4/5 July 1944. Remembered by niece Cheryl Cairns nee Colgan & sister Agnes Colgan.
- 192 Squadron** F/Lt Henry Victor Vinnell (Vic) posted missing 26/27 Nov 1944. Remembered by wartime fiancée Nina Chessall & her daughter Janine Bradley, Association Secretary.
- 192 Squadron** P/O Jack Glen Millan Fisher with Royal Canadian Air Force, posted missing 26/27 Nov 1944. Remembered by sister Audrey.
- 192 Squadron** Flight Lieutenant Albert Victor (Vic) Parker passed away November 14 2010. Remembered by daughter Ann Felsky.
- 192 Squadron** Spec/Op (Wop) John Henry BALL, Association member for many years, passed away 23 April 2009. Remembered by daughter, Susan Lawford.
- 192 Squadron** George Lowe, originally 1473 Flight before becoming 192 Squadron, Special Signals, Foulsham. Died 24 March 2011.
- 192 Squadron** F/O Alan Thomsett passed away 27 May 2011. Initially flew ops with 1473 Flight during Battle of the Beams, 1941, then as part of No. 80 Wing. Missed by daughter Anne, and Association members who knew him.
- 192 Squadron** Eric Clarkson, Wireless Operator/Navigator, passed away beginning of 2012. Remembered by daughter Jenny Bentley & friend Dennis Wildman.

- 192 Squadron** Squadron Leader Cecil William Cornish, passed away 19 August 2011. Flight Sergeant at Foulsham. Initially with 98 Squadron, he was a survivor of the sinking of TS Lancastria.
- 192 Squadron** Flight Sergeant John Eggert (2202199) aka 'Shorty'. Passed away 28 April 2006
- 192 Squadron** Sgt Hugh Holm, Radio Mechanic, is remembered with love by Phil and Vera James, especially for his kindness to them while holidaying with him in Canada.
- 192 Squadron** Macdonald, Kenneth Wynne CD, Colonel, Stan Forsyth's Skipper, passed away on 12 February 2014. Missed by his family and all who served with him.
- 199 Squadron** F/O Ed Emmerson, Navigator to Flt/Lt Paddy Passmore DFC, Canadian
- 199 Squadron** Arthur Fitch, former RAF Bomber, passed away July 2006
- 199/171 Sqn** Group Captain George Cubby, MBE, FRMets passed away 2005. Remembered by Roy Smith, only surviving member of his crew.
- 171 Squadron** Joe Brogan, Halifax pilot passed away 2004, remembered by widow Sheila
- 171 Squadron** Arthur Adcock passed away February 2008 & Syd Love, Canadian crew member, passed away April 2008. 'Friends to the end!'
- 171 Squadron** Len Fanstone passed away 13 January 2010. Greatly missed by Harry Freegard & wife, in touch since his return to Canada in 1946.
- 171/102 Sqn** Ken Ratcliffe Nav/Bomb Aimer passed away March 8 2010 age 86. He flew Halifax & Lancasters, in touch with his crew all their lives.
- 171 Squadron** Flight Engineer Andrew Melvin Robertson passed away 1998. Remembered by son Colin Robertson, Association member.
- 171 Squadron** Wop/Ag Wilf Thompson passed away 1991. Remembered by son Peter, Association member.
- 171 Squadron** Warrant Officer Edwin Moore passed away 15 May 2014. Remembered by son Ian & family.
- 171 Squadron** F/Lt Charles 'Chuck' Warner, Edwin Moore's pilot, died 6 July 1965.
- 157 Squadron** Bryan Gale Flt/Lt passed away 2 January 2009. Missed by daughter Valerie & son Chris
- 169 Squadron** Fred Herbert, Navigator/Radar, passed away 15 October 2010, remembered by friend colleague & pilot John Beeching
- 169 Squadron** Flt/Lt Bert Vine, former Navigator of Sqdn/Ldr. James A. Wright, 'A' Flight Commander, both of whom are no longer with us, remembered by 169 pilot John Beeching
- 214 Squadron** Geoff Liles, Pilot, passed away 4 March 2006
- 214 Squadron** Mr J Creech passed away April 2006
- 214 Squadron** Don Austin, remembered by Les Bostock
- 214 Squadron** Air Vice Marshall Jack Furner passed away 1 Jan 2007
- 214 Squadron** Sqdn Leader/Flight Commander Bob Davies passed away June 2007
- 214 Squadron** Bill Howard passed away October 2007
- 214 Squadron** Flt Lt Blair passed away Sept 2007
- 214 Squadron** John Hereford, Spec Op.
- 214 Squadron** Robert Moorby W/Op passed away January 2008. Remembered by sons, Michael and Robin. Also Shirley Whitlock.
- 214 Squadron** Ft/Sg Hadder, Air Gunner in Fortress III HB815, bearing code letters 'BU-J' killed 3/4 March 1945, remembered by nephew Leslie Barker.

- 214 Squadron** Alan Mercer passed away 6 June 2009
- 214 Squadron** Warrant Officer Gordon Wing, 'Howie', passed away Nov 2009 age 87. Rear Gunner, Eric Morrison's crew, Stirlings/Fortresses; Founder member of Airgunners' Association.
- 214 Squadron** Robert Louie William Darracott, Navigator, died May 8 2010, 94 years
- 214 Squadron** Flying Officer Reginald Coates completed whole of 2nd Tour of Ops as Bomber Pilot in March 1945. Died 10 Nov 1963. Remembered by son.
- 214 Squadron** Bomb Aimer Les Bostock in Don Austin's crew died just before Christmas 2010. Remembered by M/U gunner C A Piper, 'Pip'.
- 214 Squadron** Flight Sergeant George V Cox passed away 21 July 2011. Flight Engineer in crew of Squadron Leader Miller DFC.
- 214 Squadron** Squadron Leader William 'Bill' Doy DFC passed away 28 November 2011.
- 214 Squadron** P/O Peter Witts 223/214/462 RAAF, Airgunner, commissioned after the war. 1925 – 2011. Missed by family and friends, remains in our hearts, a Legend.
- 214 Squadron** George Fisher, Navigator with No.214 REM & No.206 Squadrons 1942-1946, passed away with a heart attack on 25 Sept 2012
- 214 Squadron** Flying Officer William 'Bill' Foscett passed away 21 December 2011. Sadly missed by wife Pauline, 2 sons, 4 grandchildren, good friend Tony Cooper.
- 214 Squadron** 'Doug' Douglas, Tail Gunner on Fortresses and ex POW, died in Nelson, New Zealand, 2013.
- 223 Squadron** Flt Lt A E L Morris (Tony) died June 2005. Andrew Barron's skipper: Oct 44 – 1945.
- 223 Squadron** Tom Butler 'Bishop'.
- 223 Squadron** C. L. Matthews (Les) Rear Gunner, Peter Witts Nose Gunner in Flt/L Stan Woodward DFC crew before Peter went on to 214 Squadron.
- 223 Squadron** Arthur Anthony, Flight Engineer, passed away 13 May 2006.
- 223 Squadron** F/Lt Jack Brigham DFC passed away 2008. Original Captain as 223 reformed. Flew Liberator TS524/6G-0; 36 ops. Remembered by Len Davies, Waist Gunner, only surviving member of crew.
- 223 Squadron** F/L/Sir John Briscoe passed on a few years ago.
- 223 Squadron** 2nd Pilot Mervyn Utas, Canadian in late Tony Morris's crew, passed away 8 Nov 2010.
- 223 Squadron** James Edward Bratten: 26.11.1922 - 16.11.2001. Andrew Barron's crew.
- 223 Squadron** Mick Stirrop passed away March 2012.
- 223 Squadron** Flying Officer Reggie Wade, Navigator, passed away Christmas Eve 2012. Reggie served in the crew of Squadron Leader Carrington, 'B' Flight Commander.
- 223 Squadron** Air Gunner John McLaren passed away 31.3.2013, leaving wife Margaret and son Graham.
- 223 Squadron** F/Lt Navigator Ron Johnson passed away August 2013. Missed and remembered by wife Betty & Richard Forder.
- 223 Squadron** W/Mechanic Desmond Pye, Ground Crew, B Flight passed away 3/4 May 2014, remembered by daughter Virginia Cranfield and his family
- 23 Squadron** Flight/Lt Johnny Rivas, passed away 2 January 2013.
- 23 Squadron** Wing Commander Phil Russell passed away end November 2012.
- 23 Squadron** 'Bud' Badley, passed away beginning of 2013
- 23 Squadron** Don V Francis, Navigator, passed away 5/6 June 2014, 2 weeks before 95th birthday.

- 88 Squadron** F/Lt [Len Dellow](#) passed away Christmas/New Year 2006-7; veteran of 88 Squadron, 2 Group & Rear Gunner/Wireless Operator on Bostons.
- 49 Squadron** [Len Bradfield](#) passed away Nov 2005. POW with pilot Johnny Moss when shot down in Lancaster ED625. Nursed to health by Nora, who he married.
- 462 RAAF Sqn** F/O H.R. [Anderson DFC 'Andy'](#) passed away 6 April 2008 in New South Wales.
- 462 Squadron** [Donald Hulbert](#) passed away October 2009
- 462 Squadron** Pilot [Bruce Drinkwater](#) passed away 2 May 2010. Peter Witt's Skipper.
- Bylaugh Hall** Mrs J Cannon, Signaller Radar – RCM Section passed away 21 March 2014
- ?** [Flt Lt Eric Atkins DFC* KW*](#) died 22.11.2011. Blenheim pilot with 139 Sqn flying from Horsham St Faith & Oulton in 1940/1. Flew Mosquitoes with 2 Group.
- ?** [Corporal Charles 'Fred' Savage](#) passed away 18 Dec 2011 - a Wireless Operator, serving in No 2 Heavy Mobile W/T Section in France, 1940.

Dates for your Diary

PUBLICATION – ‘SQUADRON OF DECEPTION’ by Stephen Hutton

Members enquired at our Reunion about how to obtain copies of Stephen Hutton's book:

Gazelle Book Services, Ltd.
Hightown
White Cross Mills
Lancaster
Lancashire
LA1 4XS
Tel. +44 (0) 1524 68765



*Stephen Hutton w father Iredell Hutton
on publication of book*

COLLECTION OF 12 BOOKLETS on RAF Norfolk Airfields during WWII

The series of books begun by Len Bartram back in 1994 have now been upgraded for the final time, and include new information, but also colour insertions and Squadron crests. For further information please contact Janine Harrington, the author (now Bradley). All profits go to the Association.
£5 each + postage & packing

WINTER 2014 MAGAZINE

Early December is when the Winter 2014 magazine will be out, and there is still plenty of material to include, especially on recent Air Shows and shared personal experiences. However, please keep material coming in as it is always lovely to hear from you, and there is always another magazine to follow in the New Year.

100 Group Order of Battle

SQD	AIRCRAFT	1st 100 GROUP OPERATION	BASE	SORTIES, LOSSES ROLL
192 USAAF 7 th PRG	Mosquito II, B.IV, B.XVI, Halifax IV Wellington B.III Lightnings P-38	Dec 1943 Aug 44 – March 45	Foulsham	2171/5 Losses Electronic Intel/Elint
141	Beaufighters VI, Mosquito II, VI, XXX	Dec 1943	West Raynham	1214/11 Losses 80 EA, 58 Trains, 7 Ships Dest
219/239	Mosquito II, VI, XXX	20 Jan 1944	West Raynham	1394/9 Losses 51 En AC Dest
515	Mosquito II, VI	3 March 1944	Little Snoring	1366/21 losses 29 En AC Dest
169	Mosquito II, VI, XIX	20 Jan 1944	Little Snoring, Great Massingham	1247/13 Losses 25 En AC + 1 V1 Dest
214	Fortress II, III	20/21 April 1944	Sculthorpe, Oulton	1225/13 Losses Electronic Jamming
199	Stirling III, Halifax III	1 May 1944	North Creak	1707/6 Losses Electronic Jamming
157	Mosquito XIX, XXX	May 1944	Swannington West Malling	1336/6 Losses 37 En AC +39 V1 Dest
85	Mosquito XII, XVII	5/6 June 1944	Swannington West Malling	1190/7 Losses 71 En AC+30 V1 Dest
23	Mosquito VI	5/6 July 1944	Little Snoring	1067/8 Losses 18 En AC Dest
223	Liberator VI, Fortress II, III	Sept 1944	Oulton	625/3 Losses Electronic Jamming
171	Stirling II, Halifax III	15 Sept 1944	North Creak	1583/4 Losses Electronic Jamming
462 RAAF	Halifax III	1 January 1945	Foulsham	621/7 Losses Jamming/Windows
36 & 803 BS	Boeing B-17F P38	Jan 1944	Sculthorpe, Oulton	1211/0 Losses Electronic Jamming
857 & 858 BS	Consolidated B-24G	Jan 1944	Oulton	280/2 Losses Electronic Jamming

Created by Janine Bradley

My heartfelt thanks goes to David Mortimer and his team for the printing of this magazine
Prontaprint, Scarborough, North Yorkshire

