



## “Liberator Relives”

Grp Capt Carl Schiller (Ret) OAM CSM

B-24 Liberator Memorial Australia Incorporated

### President

Lyn Gorman  
18 Maddison Circuit  
Darley, Vic. 3340  
Ph: 0488 588 011

Hangar Phone: 0473 567 146

### Secretary

Graham Collis  
PO Box 156, Werribee, Vic. 3030  
Ph: 0401 996 408

Email: [liberator@b24australia.org.au](mailto:liberator@b24australia.org.au)

### Treasurer

Gary Singline  
Box 156, Werribee, Vic, 3030  
Ph: 0473 567 146

Web page: <http://WWW.b24australia.org.au>

## LEST WE FORGET



## MEMBERS MATTER

### Vale

We heard with great sadness of the passing of Dave Miller on 14 August. We send sincere condolences to Maureen and other members of the family. We are most grateful to the family for their generosity in requesting that, instead of sending flowers, people donate to the B-24 Liberator group.

Charles Cull worked with Dave from the late 1990s and has recounted fond memories of that time, of Dave's knowledge of, and experience with, aircraft. Dave was an apprentice with Scottish Aviation in Prestwick, Scotland. After Dave and Maureen came to Australia in the mid-1960s, Dave worked at the Government Aircraft Factory in Avalon, being heavily involved with FA18 manufacturing and making several trips to factory headquarters in Fort Worth, Texas. After retiring, Dave joined the Liberator restoration group in

c.2000 and continued as a long-term, very valued volunteer until his health deteriorated.

For Ken Abbott, Dave was a mentor, teacher and friend. Dave took Ken 'under his wing' 25 years ago. Although Ken knew about aircraft and could fly a Cessna, he was new to aircraft maintenance, restoration and repair. Dave taught him hand skills, techniques and processes; materials and tooling; bending sheet, cutting, filing, drilling and riveting. Dave provided an unofficial apprenticeship in the aviation trade. He also taught through example and stories, tips and techniques, about how to live life, deal with people and the world at large.

Dave helped Ken apply for an apprenticeship with Ansett, and then, after Ansett's demise, with Qantas. Twenty-three years later Ken is fixing 737s and 787s and working at a job he loves. Dave's guidance and encouragement played a very important part in ensuring Ken's contentment with his work. He himself now trains apprentices. When Ken comes to the hangar, he is reminded of work he and Dave did together: the canopy, the forward turret doors, and the instrument panel.

Dave was a volunteer at the Liberator hangar for more than 25 years, and he developed an in-depth knowledge of the project. He was both our historian and our future planner, many of us

benefited from his wisdom over the years, and he will be sorely missed.

### **President's Message**

I heard with great sorrow of Dave Miller's passing. Dave knew the Liberator restoration project in-depth and was always generous with his time when I was a newcomer, and later he always gave wise advice. I really miss him.

On a brighter note, our 'Anniversary lunch' (see below) was a wonderful occasion, not least because two of our World War II veterans were present.

There has been a lot of activity in Hangar 2, with good progress on our aircraft restoration projects (see the reports and photos for details).

It is also wonderful to know that the Hangar 1 project is under way, with mid-2027 the forecast completion date.

I look forward to spring, which is 'just around the corner', and I wish all our members the best.

**Lyn Gorman, President**

### **Official Opening of Hangar Street Park**



*(Photograph courtesy of Cathy Gutierrez)*

We were well represented by our volunteers at the official opening of Hangar Street Park by the Minister for Development Victoria and Precincts, Harriet Shing, on 17 July. John Lister, Member for Werribee, was also present. It is wonderful that the playground is closely linked to our B-24

Liberator, the aircraft displaying the same number A72-176.

### **Hangar happenings**

#### **Lunch to celebrate several anniversaries**

We had a very well attended barbeque lunch at the hangar on 12 August to celebrate the 80<sup>th</sup> anniversary of the end of World War II, the 30<sup>th</sup> anniversary of the beginning of the Liberator restoration and the 25<sup>th</sup> anniversary of the dedication service held at the hangar in the year 2000. We were delighted that two of our WWII veterans, Vern Roberts and Merv Schneider, were able to attend. Members of Vern's family accompanied him, and Merv came from Nhill with a colleague (a long return trip in one day!).



*Lyn Gorman, Merv Schneider and Vern Roberts at the anniversaries lunch at the hangar.*

#### **B-24 Liberator**

A bracket for the cable connection to the wing controls is being made; parts from the bomb bay have been painted and reinstalled; the hydraulic ram for the radar support frame is being fitted; and work on hydraulic piping to the starboard side of the bomb bay is ongoing. Good progress has been made with the horizontal tail section, with all controls in place and new skin panels fitted. Work on electrical wiring of the wings and the switch for the radio operator is ongoing.



*Volunteers who are working on the B-24 Liberator tail plane  
(Photo courtesy of Lyn Gorman)*



*Volunteers who are working on the stringers and formers of the Anson rear fuselage  
(Photo courtesy of Lyn Gorman)*



*A volunteer helping to prepare the main wheel port side for fitting to the B-24 Liberator  
(Photo courtesy of John McCrystal)*



*Volunteers working on the nose cone of the Avro Anson  
(Photo courtesy of John McCrystal)*

### **Avro Anson**

Better lighting has been installed, making Anson volunteers' work easier. The nose cone has been attached to the Anson airframe. Cosmetic work on the exterior surface is underway, window frames are being fitted, open areas sealed, and the forward nose section tidied. Installation of the port-side pilot's and navigator's window frames and windows is almost complete, and both port and starboard engine fire surrounds are nearing completion. Work is also progressing on the undercarriage components. A new mid-upper turret has been acquired and is in good condition.



*Turret recently acquired for the Avro Anson  
(Photo courtesy of John McCrystal)*





*The Avro Anson project team is making good progress  
(Photo courtesy of John McCrystal)*

### **Hangar 1 progress**

It has been very encouraging to see initial site investigation and remediation work on the area next to Hangar 2. Melbourne Water has arranged for a bulletin to be delivered to the local community, giving an update on the Hangar 1 project. There will also be signage on temporary fencing around the site.

### **Committee of Management**

At meetings this year the Committee of Management has systematically been reviewing our policies and procedures. Not only will this ensure that all have been reviewed and updated if necessary, but also it will stand us in good stead for museum reaccreditation, scheduled for 2027.

### **Did you know....?**

Joseph (Joe) Kennedy Jr (the oldest of nine children, born in July 1915, and brother of John F. Kennedy, President of the United States) was a lieutenant in the US Navy. Joe's father, Joseph Kennedy Snr, had aspirations for his first-born son to become president of the United States, but Joe was killed in action in August 1944. Joe Snr subsequently transferred his aspirations to John F. Kennedy, a younger son, who was elected President in 1961 and served in that role until his assassination in 1963.

In September 1943, Joe Jnr was sent to Britain and became a member of Bomber Squadron 110,

Special Air Unit ONE, in 1944. Kennedy piloted land-based B-24 Liberator patrol bombers on anti-submarine details during two tours of duty. In August 1944 Kennedy and his co-pilot flew a BQ-8 'robot' aircraft (a converted B-24 Liberator). The BQ-8 aircraft, loaded with 9,600 kg of explosives, was to be used against a suspected V-3 development site.

A USAAF photo-reconnaissance aircraft followed them, filming the mission. As planned, Kennedy and his co-pilot remained aboard as the BQ-8 completed its first remote-controlled turn at 610 metres near the North Sea coast. They removed the safety pin, arming the explosive package, and Kennedy radioed the agreed code. Two minutes later, well before the planned crew bailout, the explosives detonated prematurely, destroying the Liberator and instantly killing Kennedy and his co-pilot.

### **Recommendations Sought**

Before very long we shall need a successor to our Treasurer Gary Singline. If you know of a trustworthy person with an appropriate accounting/financial background, please contact Lyn Gorman (tel. 0488 588 011; email [lyn\\_gorman@hotmail.com](mailto:lyn_gorman@hotmail.com)).

### **Forthcoming events**

We shall be represented at the Tocumwal Air Show on 21 September by several volunteers who will take the Liberator cockpit as a display item.

### **For Gabrielle**

*I told my doctor that I broke my arm in three places. He said - "You should stop going to those places".*

Compiled by Cathy Gutierrez

Edited by Lyn Gorman

Packaged and distributed by Paul Rourke

Membership Secretary, Graham Collis

[b24lma.graham@gmail.com](mailto:b24lma.graham@gmail.com)