



The last flight of KA114 with Glyn Powell and Dave Phillips at the controls in the low level area at Ardmore, New Zealand — very low, a very fast 300mph, something to remember before KA114 is dismantled to depart for the U.S.A.



# The President's Log



Dawn Service, mid-morning march and service, or perhaps watched the commemoration on television.

The strongest messages that come through to me are of respect and thanks to Australian men and women who served (and are serving) our country in times of conflict.

While we work towards preserving a magnificent aircraft once used in Australia's defence, we're mindful of the people who gave so much to put Mosquito PR Mk.XVI aircraft A52-600 and thousands of other weapons in a position to defend us.

Anzac Day has just passed as I write up this issue of the log. Many of us have been to our local

We will remember them.





# Mosquito Restoration Progress Report

Elsewhere in this issue of the 'Aussie Mossie' bulletin, you'll find details of a significant bequest to our Association. As our Secretary/ Treasurer/ Editor Bob Stevens was instrumental in its gift, he'll tell the story. Thanks Bob.

And thanks also to MAAA Webmaster Don Taylor, who continues to keep our presence on the internet up to date and relevant, despite trials and tribulations that would stop most of us.

Continuing the 'keep on keeping on' theme (this time in the restoration hangar), the 'Wednesday Warriors' have shown significant progress on fuselage repair tasks. You'll find more in the Restoration Report, and some news about the stocktake which is *at last* nearing completion. Finally, thanks to our members, families



Graeme Coates, Pat Dulhunty, Don Taylor, B1—Brett Clowes and keeping an eye on proceedings from on-high Michael Kelly

and friends whose interest and support keeps us going.

Terry Burke, MAAA President

## Thanks to RAAFA Canterbury/Bankstown

Opening the snail mail a few months ago, I read a letter from the RAAF Association Inc, Canterbury Bankstown Branch and was stunned.

They have been around since 1949 financially assisting many worthy charitable and community organisations.

As many organisations are facing falling membership due to ageing members and unable to attract the younger set to keep them going.

Headed by MAAA member and being their Branch President Tom Perrott, he made a suggestion that the MAAA should be presented with a donation of \$15,000 from their accumulated funds, as they are in the process of winding up their Association.

Tom's interest in becoming an MAAA member was prompted by his daughter whom I have known for forty years. Thanks to Margaret passing on information, we got a very interested member whom I have chatted with several times over the past decade.

And what an association that has turned out to be. On behalf of the MAAA our sincere thanks go to the RAAFA Canterbury Bankstown, Tom Perrott and Margaret (Marg) Merry.

Bob.

# Something to Remember

Last year Air Commodore Mark Lax CSM (Retd) granted our Association access to reproducing his Mosquito story about No 1 Squadron.  
The sixth abridged instalment of his story has been included this month.



Airmen on parade Kingaroy airfield (LHS) & Airmen participating in Anzac day parade 25/4/1945 Kingaroy township (RHS), (c/o D. Little)..

## The Squadron's Airmen

Apart from nine airmen aircrew, the unit comprised 338 airmen of numerous trades and specialisations. Airmen were the body and soul of the unit and were absolutely critical to ensure the smooth running and continuation of operations.

The senior man amongst them was Warrant Officer Alan Dwyer - the Warrant Officer Disciplinary (WOD). Dwyer had joined the RAAF in Sydney pre-war as a member of No 8 Squadron before undertaking his trade training at No 1 Engineering School at Ascot Vale. After follow-up training at No 3 School of Technical Training at Ultimo, he was posted to No 2 Engineering Depot at Bradfield Park for skills consolidation.

Dwyer was destined always to be near aircraft and on 3 September 1943, he moved to No 1 Initial Training School for 12 months before a posting to No 1 Squadron in February 1945. Dwyer had been promoted Warrant Officer in 1943 and was appointed as No 1 Squadron WOD. When No 1 Squadron discontinued operations, Dwyer

transferred to 76 Squadron in October 1945, but eventually sought discharge in March 1946.

As is often the case in the RAAF, this was not to be Dwyer's last stint with either the RAAF or the Unit. He re-enlisted in May 1953 from the Citizen's Air Force and rejoined No 1 (Bomber) Squadron as Warrant Officer on appointment.

Dwyer was supported by Warrant Officer Fred Pitts, the Warrant Officer Engineering. Pitts had 25 airframes to look after and to achieve the task in the most efficient manner, he instituted a distinct division of labour. Each aircraft had a permanent crew of pilot and navigator assigned but in addition, a Flight Rigger, Fitter IIA, Fitter IIE and a Flight Mechanic were also allocated to each tail number.

Other technical airmen which serviced the fleet included Armourers, fitter/mechanics, Carpenters, Electricians and Instrument Makers.

Squadron at Laverton for some on-the-job train-



# Something to Remember

ing before attending No 1 Engineering School in March 1940. He did so well on course that he was immediately posted back on staff until eventually moving to No 1 Service Flying Training School in mid-1944.

The introduction of the Mosquito required an expert hand and Fred Pitts was chosen to lead the technical airman of the new Mosquito unit. That meant No 5 OTU in September 1944 followed directly by No 1 Squadron in February 1945. Fred transferred to No 93 Squadron at the end of 1945 when Mosquito flying at Labuan came to an end and the aircraft returned to Australia before seeking his discharge in February 1946.

All combined to form a tight entity - No 1 Squadron. Figure 1 shows the Squadron's organisation. (last Bulletin)

There was also a division amongst the airman trades designed to make repairs and maintenance more efficient. Keith Holmes, a fitter with the Squadron described the set up:

[I was] a Fitter IIE whose job was to maintain one specific aircraft in a "ready" condition. As a result of this, we of maintenance section had a close and usually happy relationship with the flying crew, especially during war-time operations.

Aircraft maintenance was roughly divided into two sections - "workshops" where major repairs and inspections were carried out and the "flights" where daily inspections and minor servicing, refuelling and so on took place. I was involved in the latter and it was the section preferred by most of us because you felt closer to the action.

## An Airman's Life

As for the airmen, their life was varied as engine fitter LAC Earle 'Crash' Morgan would attest. He now tells his own tale:

Most of the time at Kinga-

roy was spent familiarising ourselves with the aircraft, and undergoing other training as well, which included bush marches and camouflage exercises, use of our weapons, grenade use, and so on.

Weapon use was a bit of a laugh. I had a Thompson Sub Machine gun, and had no trouble pulling it to pieces, cleaning it, and putting it back together again. However, I had not fired it, so requested the O.I.C. for permission to draw ammunition and for use of the firing range, which in reality was a high mound of dirt. Anyhow, a Sergeant was detailed to take me with some mates to the range to fire our weapons. Those of us with the Tommy Guns were given about twelve rounds each, and a jam tin was placed at the base of the mound as a target. We each fired a few single shots at the tin, but I was disappointed, because at that stage I was pretty deadly with a rifle, but could not hit the tin with the shots from the Tommy Gun. We each then fired a burst on automatic from our guns and were amazed to see our line of shots streak up from the bottom of the mound to the top and over. Unless you know, the Tommy Gun when fired on automatic, will move up and to the right. No one told us. That was the extent of our experience in the firing of our weapons. I hate to think what would have happened if we had run



W/C Little -CO with Pilot & Navigator and 4 ground crew (names unknown), (c/o D. Little).

# Something to Remember

into trouble and had to use them in a fight.

Worse still, when we landed at

Labuan we received only two small boxes of cartridges each, a total of about twenty-four shots.

At one stage we were taken out to a proper rifle range to undergo training with Bren Machine Guns. These were much more accurate and we got off quite a few long bursts of fire. During one session, I was firing the Bren and my assistant, 'Tich' Ashburner was lying beside the gun but unfortunately on the cartridge eject side. I fired a long burst and the spent cartridges which were red hot, flew out of the gun and straight down the front of his overalls which he had failed to do up. The net result was a wild dance by 'Tich' and some very red burn marks on the skin of his chest and belly. After we had finished our turn at firing, we had to sit in a small gully while others fired bursts over the top so that we would be able to recognise the sound of a bullet

STING: Putting the sting into a Mosquito are Sgt Alf Manion (Lithgow, NSW) and Sgt L. O'Neill (Arnccliffe, NSW). The four cannons in the nose give the machine a devastating hitting power, either for ground targets or aerial combat. (c/o D. Little).



Airmen armourers loading Mosquito machine gun magazines, (c/o D. Little). .



passing close overhead.

Grenade practise consisted of inserting the fuses and detonators into live grenades, lobbing them from a trench to try and blow up a dummy placed out in the open some distance away and then retreating to a sandbagged enclosure and sit there listening to the explosions of other grenades and the sound of shrapnel as it whistled overhead or thudded into sandbags.

While the aircraft were away on flying exercises



# Something to Remember

es, there was generally nothing to do until they returned. So one day I went to the Padre and obtained a football which we proceeded to kick to each other in typical Rugby League fashion. A group of Armourers wandered over and asked if they could join in and we agreed but that was the last we saw of the football because they turned out to be Victorians and used to playing Aussie Rules and while we were waiting to catch the ball like Rugby League players, they would soar above us and snatch the ball away.

In the evening our time was mainly taken up with letter writing or washing and ironing or attending the movies on the station whenever they put them on. Others played at the various gambling games around the Station or we would go to Kingaroy and do a bit of shopping and go either to the dance or the movies at night. On Sunday evenings a lot went to the various church services but I used to wonder what was the greater attraction, the services or the beaut suppers which the ladies arranged after the services. One of the fellows who came to church with us one night was definitely a supper man and in no way religious. During the service he sang the words of mildly bawdy songs to the tune of the hymns but fortunately though, only loudly enough for us to hear.

The food on the Station was reasonably good in the beginning but gradually deteriorated in quality. It all came to a head when one of the cooks was observed standing at one of the cooking pots with a cat on his shoulder and stirring the contents of the pot with the handle of a broom. As a result we all went on strike and refused to eat in the mess.



Airmen fitter/mechanics servicing Mosquito inside Kingaroy airfield hanger, .(c/o D. Little).

The Canteen did a roaring trade as most of the personnel obtained their food from there until the matter was resolved and an improvement was obtained in the quality of the food provided for our mess meals.<sup>37</sup>

At about this time, we started to receive our Atebrin and Vitamin tablets with our meals, Atebrin, for Malaria control, is a tablet which you needed to swallow quickly to avoid getting the taste of it which was dreadful. When we first received them, some of the 'innocents' asked how they should be taken and were told by some of the experienced fellows to crush them into a powder and spread it over their food. You can imagine the result. A wasted plate of food and the victims drinking whatever they could get their hands on to try and get the rotten taste out of their mouths. One day our Sergeant came into the barracks and asked if anyone would like to fly to Brisbane and then to Dalby in Queensland to service the Beaufort which was to be used. A couple of mates and I agreed to go and we flew to Archerfield to pick some ammunition racks which were to be delivered to Dalby. When we started up to leave Archerfield, the starboard engine caught on fire and had to be extinguished. After arrival at Dalby, the Beaufort went u/s with a broken spark plug in

# Something to Remember

one of the cylinders on the starboard engine. We were stranded at Dalby for several days with only the clothes we arrived in. A Mosquito flew in with our eating gear, mail etc. on the day the repairs were completed but then the airframe fitters would not sign the inspection sheet because of the condition of the rudder mountings and other controls. They were finally talked into it but our pilot had decided that he would fly the Mosquito back to Kingaroy and we were left with the other pilot who had never flown a Beaufort. It was a hairy trip back and even more so because it was getting dark and the pilot was starting to say "Where the hell is Kingaroy?". Finally as we were passing over a town, I spotted the peanut silos of Kingaroy, pointed them out to the pilot and down we went and thankfully landed safely.

Kingaroy was, and still is, a peanut growing district. The plants were growing all over the areas surrounding the strip and it was a matter of interest to pull some of these plants up to see how the peanuts grew in clusters at the base of the plants. As conditioning exercises, we were taken on long marches through the bush country and took part in

camouflage games where one group had to camouflage themselves and use available cover and try and creep up to a given point while trying to avoid the other group which was also camouflaged. It was interesting and enjoyable. I just stood amongst the branches and leaves hanging down to the ground from a tree, was not seen and simply said "Bang" to the 'enemy' as they reached my position. I learnt a lot of this sort of business from my Scouting days. Other exercises involved us trying to get to point A from point B by the shortest possible path and the least amount of time. In my group's particular case, it involved going through paddocks and corn fields and many a cob of sweet corn went out of the field with the group.

Such was an airman's lot.

Airmen came from all walks of life and certainly, some had unusual names. Spare a thought for the poor airman who arrived at the Unit on 12 January to fill a position in the clothing store. LAC Robert Mossie (service #131700) duly reported for duty to the amazement of all, from the com-

AIRBORNE: Graceful lines of the Mosquito are revealed in this flight photograph, taken by the Courier-Mail photographer during an operational training. The Mosquito is probably one of the most versatile and speedy aircraft in use; is now being built in Australia. (c/o D. Little).





# Something to Remember



FLIGHT ORDER: Aircrews, with full kit, move out to their machines for an operational training flight. Each Mosquito carries a crew of two. Entrance to the machines is through a small hatch which can be seen in side of nose. L to R: F/O Martin, F/O Draper, F/Lt Ryan & S/Ldr Browne, (c/o D. Little).

manding officer down. This must have been too hard for all concerned because he was posted out a month later.

One wonders what his nick-name was!

## The War Effort

As well as training, the Squadron took time out to do its bit for the war effort. The Brisbane Courier-Mail sent a reporter and photographer out to the base and their coverage was printed shortly afterwards as a half-page photographic essay. Under the heading: These Mosquitoes Seek Jap Blood \* New Shock in Store for Japs, the paper printed four photographs with extended captions depicting various squadron scenes. According to the reporter, the Mosquitoes of the unnamed squadron were:

Ready to go into action against the Japanese in the South West Pacific are heavily armed Mosquito fighter-bombers of the Royal Australian Air Force..... In the Service, the unit is referred to as the "Woodshed Squadron", a nickname arising from the plywood construction of its planes.

Wartime censorship was fairly strict, with cameras forbidden in the precincts of the airfield. As such, photographs of the Unit were rare and the public's only exposure to Australia's front-line aircraft was through the pages of the press.

The 'Woodshed' Squadron was ready to join the war.

## Move to Amberley

With the departure of the advance party for Moro-

# Something to Remember

tai, the Squadron made its first move of the war - to Amberley. Don Jacob, recalled in his diary the move was very welcome:

Monday 21st May. Red letter day - Squadron moved to Amberley and very good show too as far as we were concerned. Flew number three to Little and Dave Hall and was very satisfied.

Had dinner at Amberley and am now billeted at Sandgate. Am having a quiet time tonight—Very tired and very broke!

The aircraft, aircrew and a detachment of airmen were attached to No 3 AD. Now came the long wait.

By the end of July, the crews were still there and becoming more and more impatient. Little in his monthly report to higher authority was forced to write:

The aircraft were constantly on stand-by awaiting advice to move to an operational area and training was dispensed with. Very little flying took place due to the necessary 100% serviceability requirements and to the fact that the maintenance staff was so small.

Don Jacob, put it more succinctly: Friday 22 June. ...Boy if only we could go to the war or go home - this inactivity is getting on all our nerves...

Unfortunately for all, they would have to wait another five weeks. Meanwhile, during their long wait, several unusual groups formed up in response to the 'West Australian Woodchoppers'.

Depending upon their state of origin, individuals chose to be included in one of either the 'Kings Cross Cut- Throats', the 'Ratcatchers' from Queensland, the 'Oyster Openers' from New South Wales, or the 'Bullock Drivers', also from Western Australia. Little is known (or admitted) about their activities.



MASCOT: Squadron mascot is a dachshund Herr Schmidt which has more flying hours to its credit than some of the pilots of the Squadron. It flies with F/Lt Bob (Snow) Swift DFC (CTR) who has as his observer Flt Sgt Jim McInnes (LHS). (c/o D. Little).





# Andrew Willox's BE2A

A not widely known aircraft building project is getting nearer to completion right here in Australia.

For the last six years Mr Andrew Willox, a member of the Friends of the RAAF Museum and editor of their 'Aerogram' Newsletter has been constructing a Royal Aircraft Factory BE2A for the RAAF Museum.

This aircraft is being built precisely to the original plans. To call it a replica is to insult it; this is more a one off additional to the original production batch.

The aircraft will be completed by 2014 which is

The other three types; the Bristol Boxkite, Deperdussin Monoplane and Maurice Farman Short-horn are already in the museum collection and the BE2A will complete the foursome.

In late 2006 Andrew decided to construct the missing piece in Australia's aviation history in the shed of his Rokewood property, south of Ballarat in Victoria - a perfect replica of a 1912 Royal Aircraft Factory BE2A biplane.

The BE2A was one of three types of aircraft used to train pilots at the Royal Australian Air Force base at Point Cook, along with the Bristol Boxkite



Andrew Willox proudly seated in the rear seat of the BE2A aircraft he is constructing.

the centenary of the establishment of the Australian Flying Corp and the establishment of the Central Flying School at RAAF Base Point Cook; now the oldest continually operating air base on earth.

The idea is to have one example of each of the four aircraft types originally used by the Central Flying School on display during the 2014 celebrations.

biplane and the Deperdussin monoplane.

The RAAF museum at Point Cook has examples of both the Boxkite (currently waiting to take to the air once the red tape is cleared out the way) and a Deperdussin on static display, but not the BE2A - also the first aircraft of the Royal Flying Corps to arrive in France after the start of the World War 1.

# Andrew Willox's BE2A

Andrew's aircraft will be donated as a gift to the RAAF Museum upon its completion, currently scheduled for early 2014.

With two woven cane seats, a wooden propeller and a thin layer of canvas separating the pilot from the elements, the BE2A was one of the earliest aircraft to see military service and played a large part in training the earliest Australian fighter pilots.

The airframe has NPL3a/RAF4 hybrid wings that reference original examples on display at the National Aviation Museum, Moorabbin. Built by British & Colonial during 1912-13, the Australian Army's Central Flying School BE2a's retained these warping unequal span wings throughout their service.

"This aircraft is of national significance," Mr Willox said.

"I am gifting it to the Air Force to hopefully use as a display at the Point Cook museum."

Having spent the last four years tinkering away in the shed on his rural property, the wings, fuselage, tail and pilot area of the BE2A are now complete.

"I had a light bulb moment at the end of 2006 and I was immediately consumed with the need to do this," Andrew said.

"This is being built directly off the plans from the British Archives - no-one's ever done anything quite like this before so I'm learning as I go."

The aircraft will be a static display at the museum and won't be able to fly because of the significant costs involved to get it airworthy. Already Andrew has pumped almost \$40,000 into the project, with an estimated \$15,000 needed to complete the BE2A.

"I've always had a fascination with the history of aircraft, ever since childhood," he said. "The plans for this aircraft date back to the week the Titanic was sunk, so they're very old but there's enough detail there for the aircraft to be built."

Andrew said he sold his South Melbourne cottage and moved to the rural property to complete the project, but said his retirement fund was fast running out.

"This aircraft does not exist through any talent or ability on my part - it exists through sheer persistence," he said. "You often hear people say 'Oh, I'm going to do that' - well I have been doing it every single day - you have to do it every day if you want something like this to succeed".

Anyone wanting to donate funds to see the BE2A complete or to lend a hand, can contact Andrew:

Phone — +61 3 5346 1493

Email — [awilox@skymesh.com.au](mailto:awilox@skymesh.com.au)

By Kim Keane

***From The Herald, Melbourne, June 13<sup>th</sup> 1944.***

Not long ago, at an airstrip up north, a visiting bomber on test, flown by an Australian, scorched across, just above the treetops, at an undisclosed

# John Rolfe reports

John Rolfe, a long time friend and business acquaintance of Glyn Powell, gave the MAAA permission to reproduce his three part stories about Glyn and the resurrection of New Zealand Mosquito KA114.

Enclosed with this Bulletin is the complete production of the first two parts of his story for you all to enjoy. It covers the building of KA114.

In the next Bulletin, the Ardmore flying experience

of KA114 will be covered.

John is the President of the NSW Scale Aircraft Society Inc.

Thanks to John for the stories.



**SCALE AIRCRAFT SOCIETY**



# We're making the Mosquito

David Devenish—the Mosquito Associations Archivist continues to dig up some gems, this time he found a story in the Melbourne Herald about building Mosquitos in Australia.

speed that made even the oldest inhabitants gasp.

It was a Mosquito – one of the amazing aircraft which, it was revealed this week, Australia is now making.

When the bomber had landed and taxied to its revetment, the pilot joined a group of Australian and American airmen. During the gossip, one of the Americans initiated a good-humored dispute on the comparative merits of the Mosquito and the B25 Mitchell American medium bomber.

“Our B25’s are certainly an aircraft” he said. “They can have my money against your Mosquito”. While the Australians and Americans continued to score points off each other, the Mosquito pilot moved off.

A few moments later the Mosquito’s two Rolls-Royce engines roared up, one after the other.

The slim bomber tore down the strip and rose steeply. It wheeled high up and ran out to sea. Then it came back again, low, with one propeller feathered.

On a single engine it buzzed the strip. The oldest inhabitants gasped a second time. At the end of the strip it lurched up at an appalling angle. It screwed as it climbed, ending the astonishing manoeuvre by fattening out high over the strip.

A few minutes later it had landed, and the pilot, grinning, rejoined the companions. He turned to

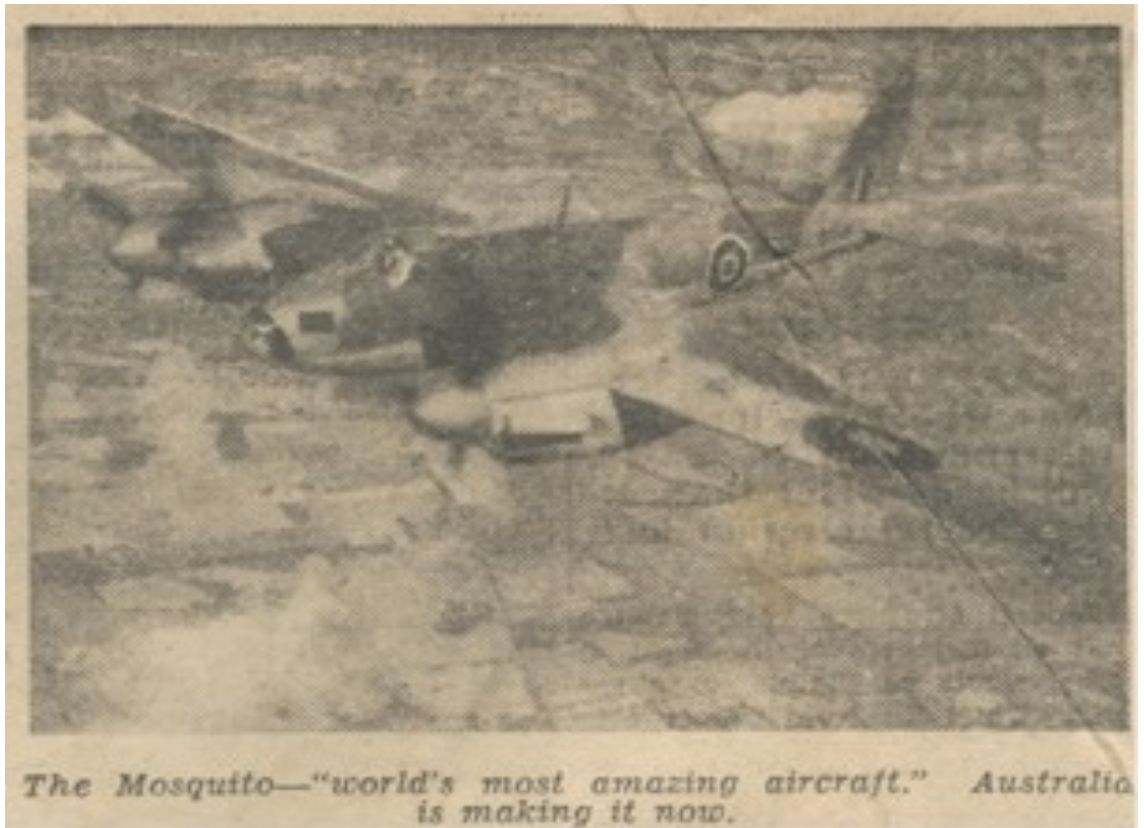
the spokesman for the Mitchell.

“Can your B25’s do just that?” he said.

The Americans laughed and the party drifted over to the mess.

For most people who were around this day, it was the first Mosquito they had seen. For most of them, the impression it left was indelible.

The production of this aircraft in Australia means that this country will be making one of the most



sensationally successful machines developed since war began.

## Outstanding

As Donald Weaver wrote almost a year ago in Aircraft, “although the Spitfire has had most of the limelight which has been thrown on Britain’s redoubtable aircraft, the De Havilland 98, or Mosquito, is likely to prove the outstanding aeroplane

# Something to Remember— Chapter 3

of the war, whether of British, German or American origin”.

For a long time the Mosquito was extremely hush-hush. Then, at the end of 1942 something about it was permitted to be known. It actually figures in Jane's standard aircraft annual 1942, but particulars of weight, performance and certain other details were not available.

Toward the end of last year the British Government told officially some of the history of the Mosquito's planning and execution.

At the beginning of the war British designers had already evolved the world's most maneuverable plane (the Spitfire), the most powerfully armed plane (the Beaufighter) and the most efficient heavy bomber (the Stirling, which carries one-quarter of its loaded weight in bombs).

There was one gap left – a day bomber with maximum immunity to German fighter defence.

## **Fighter, bomber qualities**

The British solution – which resulted in the Mosquito – was daring. Designers rejected the principle of heavy armament, which means accepting battle with inevitable losses, and plumed for speed and maneuverability.

What they wanted was a single plane, which combined the best fighter and bomber qualities. They made the revolutionary decision to strip the plane entirely of defensive guns.

Once this novelty was adopted, they went further. They chose wooden construction instead of metal. Rivet heads were discarded and something like 20 per cent was added to the speed.

Shiny instead of dull paint added another 25 miles an hour, and the release of the heated radiator air through jets behind the wings added still another

15 miles an hour.

Since the first Mosquitos were put into service, the type has had an amazing record. It soon acquired the phrase, which has now been associated with it for months – “fastest aircraft in service in the world”.

More recently, and with equal justification, it has appropriated a second phrase – “most versatile aircraft in service in the world”.

Even the professional writers on aviation seem to have had some trouble in keeping up with its pos-



sibilities and actualities.

## **Improvements**

Its regular bomb-weight has been doubled – to 2000lb – by shortening bomb vanes.

Drop tanks have been made interchangeable for two bombs - either 250 or 500 pounders.

Guns have been put on the aircraft to such purposes that its firepower exceeds that of the murderous Spitfire and only slightly trails that of the Beaufighter.

Some Mosquitoes have even carried 4000lb “block-busters”.



# Something to Remember— Chapter 3

Its various functions were recently checked and published by the English journal, "Flight".

They were set out as: Fighter, (a) by day, long-range oceanic patrol, (b) home defence interceptor, or – differently equipped – night fighter over enemy territory; Intruder, day or night, low level or high level, four canon, four machine-guns, plus 2000lb of bombs; Photographic reconnaissance, by day or night; Transport, by day or night.

## Speed

As for speed, some extraordinary details have leaked out. Not long ago a Mosquito mail plane covered 800 miles to Stockholm from the UK in 2 ½ hour.

In March a De Havilland test pilot flew a Mosquito from Toronto to New York in 55 min., averaging 411 miles an hour.

The round trip from Britain to Malta has been made in an afternoon.

That this superb aircraft should now be made in Australia is of sentimental interest. It is the strapping, hard punching descendant of the famous De Havilland Comet which won the Centenary Air Race from England to Melbourne.

Back in October, 1942, when the British Ministry of Aircraft Production released its first guarded

official statement about the new type, a Swiss publication said that "it has been known for a long time" that the De Havilland Aircraft Company Ltd. has been working on the development of an all wood DH98 Mosquito two-motor aeroplane, which is reported to resemble greatly the De Havilland DH88 Comet of England–Australia fame".

The Swiss journal, with some prescience added: "the Mosquito no doubt is an operational type of performance that should not be under-rated".

## Non believer

An atheist was spending a quiet day fishing when suddenly his boat was attacked by the Loch Ness monster.

In one easy flip, the beast tossed him and his boat high into the air. Then it opened its mouth to swallow both.

As the man sailed head over heels, he cried out, "Oh, my God! Please help me!"

At once, the ferocious attack scene froze in place, and as the atheist hung in mid-air, a booming voice came down from the clouds, "I thought you didn't believe in Me!"

"Come on God, give me a break!!!" the man pleaded. "Two minutes ago I didn't believe in the Loch Ness monster either!"

# From the mailbag

Pat Dulhanty says "how things have changed".

## No 1: Global Hawk

This is a photo of the Global Hawk UAV that recently returned from the war zone under it's own power. (Iraq to Edward's AFB in CA) - Not transported via C5 or C17.

Note the mission paintings on the fuselage, It's actually over 250 missions. (And I would suppose 25 air medals)

That's a long way for a remotely piloted aircraft. Think of the technology as well as the required quality of the data link to fly it remotely from a source thousands of miles away. Not only that, but the pilot controls it from a nice warm control panel at Edwards AFB, CA.

The Global Hawk is controlled via satellite and it flew missions that went from Edwards AFB and back nonstop. It can stay up for almost 2 days at altitudes above 60k.

Basically, they come into the fight at a high mach # using military thrust power, fire their AMRAAMS, and no one ever sees them or paints with radar.

There is practically no radio chatter because all the guys in the flight are tied together electronically and can see who is targeting who, and they have AWACS (Airborne Early Warning and Control Systems) direct input, as well as 360 situational awareness from that and other sensors.

The enemy had a definite morale problem before it was all over. It is to air superiority what

the jet engine was to aviation. It can taxi out, take off, fly a mission, return, land and taxi back on its own.

There are no blackouts, pilot fatigue, relief tubes, ejection seats, and best of all, no dead pilots, and no POWs...

## No 2: Size comparison -- Allure of the Seas(AS) Cruise Ship vs Titanic (T) Ocean Liner





# From the mailbag

Detail	Allure of the Seas	Titanic
Tonnage	225,282 GT	46,328 GRT
Displacement	100,000 tons	52,310 tons
Length	362 m (1,187 ft)	269 m (882 ft 6 in)
Beam	65 m (213 ft)	28 m (92 ft)
Height	72 m (236 ft) above water line	175 ft (53.3 m) (keel to top of funnels)
Draught	9.3 m (31 ft)	10.5 m (34 ft 7 in)
Depth	22.5 m (74 ft)	19.7 m (64 ft 6 in)
Decks	16 passenger decks	9
Installed power	3 × 13,860 kW/18,590 hp Wärtsilä 12V46D	24 double-ended and 5 single-ended boilers feeding two reciprocating steam engines for the wing propellers
	3 × 18,480 kW/24,780 hp Wärtsilä 16V46D	a low-pressure turbine for the center propeller; output: 46,000 HP
Propulsion	3 × 20 MW/27,000 hp ABB Azipod	2 x 3-blade wing propellers
	4 × 5.5 MW/7,400 hp Wärtsilä CT3500 bow thrusters	1 x 4-blade centre propeller
Speed	22.6 knots (42 km/h; 26 mph)	24 knots (44 km/h; 28 mph)
Capacity	6,296 passengers	2,435 passengers
Crew	2,384	892

Hi,

Found the Air Force September 27, 2012 newspaper on the web containing an article on page 21 about the 456 SQN RAAF.

Are you able to give me contact details for Bob Cowper as I am wishing to find any remaining ex members of the 456 SQN.

My father, the late Dr Thomas Burfitt, was a member of the 456 but did not keep any pictures of himself during that time and wishing to find out if any other members had pictures or/and stories about what Dad got up to.

Can you help me?

Thanks

John Burfitt <John.Burfitt@integrofoods.com.au>



Greetings from Jan Nieuwenhuis  
Texel Island - The Netherlands

Jan Nieuwenhuis <airwar@texlaweb.nl>

Dear Sirs,

Perhaps the following may interested you...

I have made a PC software program/database called "WW-II Allied Aircraft Crashes in The Netherlands", as a tribute to all the airmen who lost their lives in the air war over Holland.

Via <http://www.airwar4045.nl>, you may download the latest version of the software... It is free of charge, has no advertising, is very easy to use, and no installation is necessary (just download, unzip and run the software)!

All crashes in Holland are not (yet) available in the database, though it is gradually filled with more data; Currently, 9th February 2013, information on 1057 allied aircraft (of which at present 30 Mosquito) and 5223 crew members (of which 1131 with photo) is listed in great detail! The software connects to my Internet database

# From the mailbag

so you will always have the latest and most up-dated data available...

If you like to see what other people think of the program, you can read my guest book at <http://www.airwar4045.nl/gb/crashgb.php>

Any comments on the program or information for the database is very much appreciated...

Jan

554 RAF Sqdn  Links

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First link is to where MM244 crashed in Scotland. Alex Lyon who runs the site is a wonderful man who managed to track me down some years ago. I supplied some anecdotes, pictures etc for his web site, as did Neil Barron, the son of the old man's navigator who I am in email contact with.

[http://www.aircrashsites-scotland.co.uk/dh-mosquito\\_corryfoyness.htm](http://www.aircrashsites-scotland.co.uk/dh-mosquito_corryfoyness.htm)


Second link is an article Neil did for the BBC WW2 Peoples War website.

<http://www.bbc.co.uk/history/ww2peopleswar/stories/07/a4523807.shtml>

Regards,  
Grant Burfield

I know I mention  this sort of thing from time to time, and I know that most of your people were in the Japanese war, rather than the European one, but I wonder if you could just ask if anyone knows or knew anyone who was in 109 squadron (my father's).

Regards,  
[spikej@tesco.net](mailto:spikej@tesco.net)

I want to thank you for continuing to send me The Aussie Mossie. I do so enjoy reading it. I always print it off and read it front to back. At 92  and with failing eye-

sight, I can just still manage it. It was great to see the NZ Mosquito fly on You Tube and good photos in the previous edition.

Kind regards,  
Barbara Baird

You have probably seen these photos but I'll pass them on in case you have not.



First few photos are of Mosquito KA114 taken very recently as it is being dismantled for shipping to Virginia USA owner. Also there are some great photos, most Air-2-Air, many of which I had not seen before. These are from the Face Book site 'Classic Aircraft Photography' and is the skilful work of New Zealand's Gavin Conroy. One of the best. Aside from Face Book, he has a website if any of you have not been seeing his stuff.

The Mosquito gets smaller by the day, from this view you can see by looking under the wing exactly how the wing and fuselage come apart. Was my last look before it leaves NZ am so grateful we got to see it fly as many times as we did. Then she is off to the Fighter Factory in Virginia USA.

Also included is a photo of the lucky guys who flew aircraft during the WW2 fighter flight on Sunday, from left to right they are:

Dave Brown, (Spitfire)  
Keith Skilling, (Mosquito)  
Liz Needham (Kittyhawk)  
Graham Bethell, (Mustang)  
Rob Silich, (Trojan)

Doug Brooker was putting his Spitfire to bed. Great bunch of people with a lot of talent and skill.

Cheers,  
Greg Keays <[g.keays@bigpond.net.au](mailto:g.keays@bigpond.net.au)>



# From the mailbag



It is with much pleasure that the Association can relay that none of it's membership passed away since the last Bulletin.

## New Members

It is with not much pleasure that the Association can relay that it did not gain any new members since the last Bulletin.

This is the first time in 15 years that these two announcements have occurred.

### The Mosquito Aircraft Association of Australia

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