

Point Cook—Not For Sale

Point Cook will be retained in public ownership with the airfield and majority of the land being leased for 49 years to a not-for-profit National Aviation Museum Trust, the Parliamentary Secretary to the Minister for Defence, Fran Bailey announced on Sunday 29th February 2004 at the Point Cook Air Pageant..

The announcement coincided with the 90th anniversary of the first flight at Point Cook in a Bristol Boxkite on 1st March 1914.

The National Aviation Museum Trust will:

- ◆ manage the aviation activities on the site for educational, recreational and commercial purposes;
- ◆ oversee the development of a National Aviation Museum at Point Cook;
- ◆ preserve the heritage buildings;
- ◆ ensure the local community and veterans' organisations are consulted.

The Parliamentary Secretary to the Minister for Defence said the Government had decided not to proceed with the sale of Point Cook, following the need to support the RAAF College operations until its relocation and representations made by the veterans community and aviation enthusiasts.

Approximately 210 hectares will be leased for 49 years to a not-for-profit Trust, which will have management responsibility for this area.

"For over 90 years, the Royal Australian Air Force has trained thousands of personnel at Point Cook. These personnel fought for Australia's freedom in two World Wars and have guarded our skies ever since. The establishment of a Trust will ensure a lasting legacy is made to these veterans," Fran Bailey said.

"Point Cook will have a strong future providing training for aviation students, supporting recreational aviation and tourism. The Trust will also oversee the development of a National Aviation Museum concept in cooperation with the existing RAAF Museum."

"A National Aviation Museum at Point Cook will be a showcase of aviation excellence and reflect the site's importance as the world's oldest continuously operating airfield and Australia's most important aviation heritage site," the Chair of the Point Cook Preservation Action Group, Mark Pilkington said.

"I would like to thank Fran Bailey for her willingness to listen and act upon the community's concerns and support the vision of a National Aviation Museum at Point Cook."

Fran Bailey said the final details of the Trust, including membership of the Committee of Management, will be finalised following further legal advice and consultation with the local community, veterans' organisations and local aviation groups.



L to R: Mr David Gardner OAM, Director RAAF Museum; The Honourable Fran Bailey; Parliamentary Secretary to the Minister for Defence; Mr Gardner, National Trust of Victoria; Air Commodore Rodney Luke, Commander Training Air Force.

The President's Log—by Alan Middleton

I am sure the decision for Point Cook to be retained has been widely approved by all who have an interest in the preservation of this Icon of National significance, not only as it was the birthplace of the RAAF, but also because of its place in history as the base for so many epic flights of Australian Aviation history.

The proposal for the base to be leased to a Trust, which will be able to develop the area into something quite spectacular, with the retention of the Museum, is welcomed by everyone who has helped in bringing about this decision.

Special mention is made of the efforts of our Secretary, Bob Stevens, who wrote to every Federal and State politician, and also of Mark Pilkington of the Point Cook Airfield Preservation Action Group. Their work greatly influenced the decision not to sell Point Cook.

On Sunday, 29 February, an Air Pageant was presented at Point Cook to mark 90 years of flying from there. This included an excellent flying program enjoyed by some 15,000 people, who were also able to visit the Museum, including the restoration hangar in which the Mosquito is the prime exhibit. Several of our Members were in the restoration hangar and provided answers to the many questions asked, such as - Is it made of wood? When do they cover it with metal?

We now have a large banner in the restoration hangar showing our name in support of the Museum, and the names of the people and companies who have supported us. The banner was donated by Scott Patterson of All City Signs Melbourne and his assistance is greatly appreciated.

Another contribution of enormous value was a large plan printer donated by Roger Sever of Reprotech Pty Ltd. This was due to the efforts of our member, Terry Burke, who is producing invaluable drawings of the Mossie fuselage on his computer at work and is now able to print these. We thank both Roger and Terry for their contributions.

I am surprised at the number of people who have had some connection with Mosquitoes. In Noosa recently, my Brother had arranged for to meet Max Garroway who flew them with a survey company after discharge from the RAAF, but unfortunately Max died the day before I arrived.



Max also had an association with the Mossie which is now in the AWM at Canberra. If you know of anybody ask them if they would like to join the MAAA.

A lady told me her Father and Grandfather both worked on Mossies in Hatfield where she was born. Off cuts of plywood and balsa were obtained from De Havilland by two companies and turned into model aero kits under the well known brands of Keilcraft and Frog. So all who used these kits were learning your skills on Mossie parts.

Peter Waugh, a Member, formerly of 87 Sqdn in 1951, sent me his original copy of Pilot's Notes for Mosquito Mk41 which I copied and returned. This is the sort of item which is part of our aviation history and should be preserved.

The restoration of A52-600 continues at a great rate as reported in the an article entitled "Notes from the RAAF Museum" included in this issue.

It is a slow process due to technical difficulties and we pay tribute to the dedicated guys who contribute so much of their time and expertise to the project.

The prints of John Brown's painting of A52-600 have now been allocated and the winners have been notified. If you missed out, prints may be obtained from:

Orion Fine Arts, PO Box 1241
Strathfield NSW 2135.

Regards Alan.

Many ideas grow better when transplanted into another mind than the one where they sprang up

- Oliver Wendell Holmes

Notes from the RAAF Museum

A52-600 DEVELOPMENT

Except for fitment of the clear panel, the major structural work on the horizontal stabiliser has been completed. The new fin has been completed and is currently mounted to the rear fuselage bulkhead mock-up. It looks very impressive with the rudder attached.

The primary focus has now shifted to the fuselage. Most visitors will have noticed that the round support hoops have been removed and this has provided much better access. The fuselage alignment has been checked in accordance with the manufacturer's drawings, highlighting some problems with the fuselage structure. However after much effort, the fuselage is now the right shape and is straight and sitting in purpose build cradles.

Fitting out of the new tool board is continuing with the hand tools currently being added. Another rack has been added to the workshop so as to provide

storage for long lengths of timber and various Mosquito components.

The RAAF Museum Prop Shop team has been hard at work on the six blades. They have been treated for corrosion, blended where necessary and filled with metal putty. They are in the process of re-working the blades ready for painting before assembly.

MUSTANG MANIA

The dedication and exertion of David Jones and crew was finally rewarded when Mustang A68-170 set out on its first flight since its engine rebuild and airframe servicing was completed. The Mustang participated in the Tyabb Airshow on 14th March 2004 along with six other airworthy Mustangs from around Australia. It is the first time since 1959 that there has been seven Mustangs flying together in this country.



You don't set a fox to watching the chickens just because he has a lot of experience in the hen house
- Harry S. Truman

The First Dawn Service

The Dawn Service on Anzac Day has become a solemn Australian tradition. Its story is buried, as it were, in a small cemetery carved out of the bush some kilometres outside the northern Queensland town of Herberton.

One grave stands out by its simplicity. A protective whitewashed concrete slab covers it with a cement cross at its top end. No epitaph recalls even the name of the deceased. The inscription on the cross is a mere two words: "A Priest".

No one could identify this grave as that of the dedicated clergyman who created the Dawn Service. A marker placed next to it in more recent times reads:

"Adjacent to, and on the right of, this marker lies the grave of the late Rev Arthur Ernest White, a Church of England clergyman and Padre, 44th Bn First AIF".

At dawn on 25 April 1923 on Mt Clarence overlooking King George Sound, Albany WA, Rev White, with some 20 men with him, silently watched a wreath floating out to sea. He then quietly recited the words "As the sun rises and goeth down we will remember them". All were deeply moved and the news of the ceremony soon spread.

"Albany" Rev White is quoted to have said, "This was the last sight of land these Anzac troops saw after leaving Australian shores and some of them never returned. We should hold a service (here) at the first light of dawn each Anzac Day to commemorate them".

And that is how on Anzac Day 1923, he held the First Dawn Service.

Thanks to our sponsors

The RAAF Museum has kindly allowed the MAAA to display a sign in the restoration hangar behind A52-600 informing the general public that we are involved in the restoration effort and also to allow us to thank our major sponsors who have assisted the Association over the past few years.

The banner donated by All City Signs is 5 metres long and visible from the public viewing gallery.



WARNING: The consumption of alcohol may lead you to think people are laughing WITH you.

New build Mossies on their way

This article is from Classic Wings Downunder, 1997

It highlights the tenacity of Glyn Powell and how his dream since the 1997 article has progressed is coming to fruition.

"Most Mosquito restorers would agree that a Mosquito wing could be rebuilt as a fairly conventional, albeit exhaustive exercise. (A small spruce forest and a truck load of brass screws would help in the process.) The Mosquito fuselage however, is unique in the way that it was

quito, he knew precisely what he was taking on. He travelled to places around the world where Mosquitos were flying, on display, stored or under restoration, including all the Australasian survivors. He proceeded to gather all the metal parts that he could locate in this region as well

8,000 microfilm drawings.

After thousands of hours of full-time input, Glyn has now completed the all-important left and right moulds. These moulds are adaptable, in as much as bomber, fighter and photo reconnaissance models can all be produced. Glyn has since com-

menced construction of the first fuselage. This will be a non-flyer to test drive the jigs and once completed the first airworthy fuselage can proceed to be built up.

There is no question that this is a most ambitious project. However the biggest stumbling block, in fact the biggest single undertaking in the entire project, has now been overcome. This then leads the way clear for the

restoration own NZ2308 and

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built, requiring two enormous and extremely complex moulds to be constructed before even starting work on the aircraft itself. It was always the hard nut to crack for this aeroplane and it seemed certain that no one person would ever contemplate this daunting task. Over the last six years however, one individual has done precisely that and the potential impact of achievable Mosquito fuselage rebuilds is set to have a staggering effect on the world-wide Mosquito population.

When Glyn Powell of Auckland, New Zealand first decided that one way or the another he was going to pursue a flyable Mos-

as manuals, books, and technical notes and most importantly over



WARNING: The consumption of alcohol may be a major factor in getting your arse kicked.

Presentation to the MAAA Founder's Family

The MAAA Committee decided that a print of the painting by John Brown entitled "Mission Completed" depicting a wartime landing on 12th June 1945 of A52-600 at Coomalie Creek would be presented to the MAAA's founder Allan Davies.

The presentation was made to Allan's family on behalf of Allan due to his state of health on the day.



Another attempt will be made to officially hand it over to him in the near future.

Pictured during the presentation ceremony along with MAAA President Alan Middleton is Allan Davies' wife Fay and his daughter Lynne King.

Fay and Lynne have suggested it will take pride of place in Allan's room where he can gaze upon it and reflect on past friendships and experiences whilst at the helm of his beloved A52-600.

New build Mossies on their way—contd

(Continued from page 5)

potentially many other 'disembodied' Mosquitos all over the world. Since the end of World War II the future prospects for the Mosquito as a type have progressively declined, as have the number of machines capable of being flown safely. Now after 50 years that inevitable decline can be turned around with the prospect of replacement wooden fuselages being made viable. The Mosquito will have the chance to soar again. Glyn Powell's efforts, through his company 'Mosquito Aircraft Restoration Ltd' may well prove to be the salvation of the breed."

Since this article Glyn has his

first fuselage together with another planned and he intends to construct a jig to build the wing. Congratulations to Glyn and his

helpers on their progress and the MAAA thanks him for his generous parts donations to the restoration of A52-600.



WARNING: The consumption of alcohol may make you think you can logically converse with members of the opposite sex without spitting.

In The Cockpit

This article was forwarded by our regular contributor—Brian Fillery

From 'In The Cockpit' edited by Anthony Robinson (Page 161).

Published in 1988 by Macdonald & Co, London.

The press dubbed it the 'Wooden Wonder' and, in a generation of outstanding wartime aeroplanes, the Mosquito was a magnificent example of British ability to equate experience with operational demands. Added to this are the facts that its development was undertaken when Britain's fortunes were at their lowest ebb, and that its concept embraced the maximum possible use of non-strategic materials and radical tactical employment. The Mosquito thus emerges not only as an outstanding aeroplane but as a landmark in aviation history. Although few would argue that the Mosquito was essentially a 'pilot's aeroplane' - owing to the diverse demands of its original specification, not to mention its necessary accelerated wartime development - it was exceptionally adaptable and, provided its flying and operating limitations were respected and accepted, exhilarating to fly.

Aerodynamically the 'Mozzie' was a beautiful shape, the sharply-tapered wing located on the smoothly-contoured fuselage at mid position. The engines were closely cowled in low-profile nacelles, their radiators being incorporated within the wing leading-edges adjacent to the fuselage. Spruce-sandwich construction was employed throughout the aeroplane, an expedient adopted by the design team which had produced the famous Comet racer half a dozen years before the

war. Pilot and navigator sat side-by-side in the nose, while the four 20mm Hispano cannon, carried by the fighter and fighter-bomber versions, were located under the cockpit floor.

Entry to the cockpit was by means of a telescopic ladder leading to a hatch in the lower starboard side of the nose, the pilot entering first to occupy the port seat and the navigator following. Bearing in mind that this hatch was also the emergency exit through which the crew bailed out, it always seemed to the uninitiated that the starboard propeller was uncomfortably close to the hatch. However, although it was recommended that, if there was time, the propeller should be feathered before stepping over the side, a perfectly safe bailout was possible without doing so.

After switching on the electrics and checking that the 24-volt battery was fully charged and the pneumatic system showed a pressure of 200 psi, the outer fuel tanks were selected for first use. This was because, in the event of an engine failure, it was not possible to cross-feed fuel from the outer tanks of one wing to the engine on the other side.

To start up, port engine first, the throttle was set slightly open, constant-speed propeller controls fully forward, supercharger set at 'moderate' and fuel pressure venting cock switched on. The ignition switches - two per engine - were switched on and

the starter and booster-coil buttons pressed. As the ground-crew feverishly operated the priming pump, the engine would fire to an accompaniment of loud irregular bangs from the exhaust manifolds scarcely six feet from the canopy windows. This was always an impressive moment at night for, even when fitted with exhaust shrouds, the excess fuel in the cylinders exploded to cause pyrotechnic flashes that lit the night vividly.

As soon as both engines settled down to an even firing, the throttles were eased forward to give about 1,200 rpm and the radiator flaps opened. As with many Merlin-powered aircraft - particularly the Mosquito with its slim wing radiators - overheating on the ground, either when stationary or taxiing slowly, was a feature of engine handling had to be watched carefully. If the coolant temperature rose much above 70 degrees centigrade it was essential to turn the aircraft into wind and run the engines up to about 2,000 rpm for a short period.

Before taxiing, normal checks were carried out to ensure propeller constant-speeding, flaps operating and that, with take-off boost, the engine revs reached 3,000 rpm. Testing the operation of the magnetos was by ensuring the engine speed did not drop by more than 150 rpm when each magneto was switched off in turn.

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WARNING: The consumption of alcohol may lead you to believe that ex-lovers are really dying for you to telephone them at four in the morning.

In The Cockpit—contd

(Continued from page 7)

Taxying the Mosquito was straightforward as the view over the nose of the bomber and fighter-bomber version was excellent, although the later Al Mark X-equipped night fighters with bulky nose radome demanded fish-tailing to see the taxi-track ahead. The powerful wheel brakes were operated from a lever on the control column, differential effect being achieved by use of the rudder bar.

Arriving at the take-off area it was customary to swing into wind and, with the control column held hard back, run the engines up to 3,000 rpm to clear the spark plugs. Take-off checks were brief: check trimmers - elevators slightly nose heavy on most versions, rudder slightly right and ailerons neutral - propeller pitch controls fully forward, fuel cocks set to outer tanks and tank contents checked, flaps selected up or about 15 degrees down as required, supercharger at 'moderate' setting and radiator flaps open.

After being given take-off clearance the throttles were pushed slowly forward, leading slightly with the port control to counteract a fairly marked tendency to swing to the left. Acceleration after releasing the brakes was most impressive, and the moment at which the pilot would raise the tail varied from version to version. The night fighters, which had more equipment in the nose, tended to assume a tail-up attitude fairly quickly and it was necessary to check this with slight backward pressure on the stick. Unstick occurred at around 200-210 km/h (125-130 mph) indicated; it was then es-

sential to hold the aircraft level, raising the wheels as soon as possible to allow speed to build up quickly to the fairly critical speed of 320 km/h (200 mph) - the minimum speed necessary to maintain control of the aeroplane should an engine cut out on take-off. The relatively small, high-placed rudder, combined with the low-slung engine nacelles, imposed this lack of directional control at low air-speeds, and it was an unfortunate feature of early Mosquito operations that accidents due to engine failure after take-off were fairly frequent. Later Mosquito versions, with more power available on take-off, reached their critical speed appreciably quicker.

Once the safety speed was reached the aircraft could be trimmed into the climb, flaps raised (if used) and engines throttled back to climb at 274 km/h (170 mph) indicated. It was customary for pilot and navigator to use oxygen from take-off onwards during night flights, and in daytime to switch over to oxygen at 2,400-3,000m (8,000-10,000 ft).

Fighter-versus-fighter air combat in the Mosquito by day presented some difficulty owing to the field of vision from the pilot's seat being severely restricted by the large engine nacelles, located so close to the cockpit, and the side-by-side seating. In combat against bomber aircraft and such targets as the flying bombs, two criteria were essential - heavy armament and high speed, both possessed in abundance by the Mosquito. That is not to suggest that the aeroplane lacked manoeuvrability, and aerobatics were a delight to perform, the

sensitivity of the controls for what was, after all, a fairly big aeroplane, being particularly memorable.

A slow roll was relatively difficult to execute as the speed dropped off quickly and the nose dropped fairly sharply during the second half of the roll, so that a fair amount of height was lost; it was necessary to barrel the nose round the horizon to maintain height. If the roll was too slow there was a risk of one or both engines cutting while inverted. It was, however, quite possible to barrel-roll the Mozzie fighter-bombers with one engine's propeller feathered, provided the entry speed was at least 480 km/h (300 mph) indicated. Before executing aerobatics involving entry speeds over 515 km/h (320 mph), a good deal of nose-down trim was needed to counter tail-heaviness, which increased as the speed built up.

The best way to do a climbing roll was to open the throttles in a shallow dive to about 600m (2,000ft) and ease back on the stick as the speed built up to around 595 km/h (370 mph) indicated, and start the roll as the nose rose about 40 degrees above the horizon; the speed would drop off quickly, and to avoid stalling it was necessary to ease off the stick as soon as the roll was completed. For a straightforward loop the same entry speed was needed, although it was usually recommended that the minimum height should be greater. The backward pressure on the stick had to be maintained so as to 'fly the aircraft round' fairly tightly, easing off some throttle when inverted otherwise exces-

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WARNING: The consumption of alcohol may cause you to think you can sing.

In The Cockpit—contd

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sive height would be lost in recovery.

An entry speed of not less than 610 km/h (380 mph) was needed for a roll off the top, and the rolling out had to be started as soon as the nose touched the horizon. In an aircraft with plenty of fuel left the roll-out was a bit uncomfortable as the speed would have dropped off quite close to the stall. Despite the use of constant-speed propellers there was a tendency for them to over speed during high-speed diving in later versions of the Mosquito, especially during

recovery from the loop. The best way to minimise this was to avoid using the throttles during the acrobatics themselves, other than throttling back during recovery.

Stalling was again straightforward, the stall in the 'clean' condition being induced by holding the stick firmly back and closing the throttles. The stall was heralded by slight pitching, followed by the nose dropping fairly steeply and possibly one wing. Spinning was generally frowned upon owing to the lack of rudder effect at low speed. With wheels and

flaps down the stall was somewhat more energetic, being accompanied by a good deal of pitching and vibration. If the stick was held right back in this condition, one wing would drop quite sharply. Recovery from the stall required little effort from the controls, apart from easing the backward pressure on the stick, as the speed built up very quickly in the glide.

Aerobatics, other than gentle rolls, were not encouraged in the Mosquito night fighters as excessive 'g' was not considered conducive to efficient op-

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Mossie Data by Brian Fillery

Member, Mossie researcher and story submitter Brian Fillery will be sending info about Mossie Mk's starting this issue and continuing through future Bulletins.

Thanks Brian.

Mosquito FB Mk VI.

Description:	Fighter/Bomber
Engines:	Merlin 21, 22, 23 or 25
First flight:	June 1942, first production aircraft February 1943
Wing Span:	54ft 2ins (16.5m)
Wing Area:	454sq ft (42.2sq m)
Length:	40ft 6ins (12.34m)
Height:	12ft 6ins (3.81m)
Weight:	14,344lbs (6,506kg) empty 22,258lbs (10,096kg) auw
Fuel:	452 gallons (2,054 litres) 63 gallons (286 litres) Long-range tank 2 x 100 gallon (454 litres) Wing drop tanks
Oil:	30 gallons (136 litres)



Speed:	378mph (608kph) max 265mph (426kph) cruising
Ceiling:	33,000ft (10,058m)
Max Range:	1,855 miles (2,985km)
Weapons:	4 x 20mm Hispano Cannon, 4 x .303 Browning machine guns. Rockets.
Bomb Load:	2,000lb (907kg)
Notes:	Derived from Prototype Fighter. NF13 and FB 18 followed.

NB: Mosquito data from various sources is often contradictory.

WARNING: The consumption of alcohol may cause you to tell your friends over and over again that you love them.

From the Mailbag

Two emails from Lex McAulay:

(1) An email to inform you that Banner Books has stock of *The Gestapo Hunters*, the history of 464 Sqn RAAF 1942-45.

Our website is www.banner-books.com.au

Price of the book within Australia, including postage and GST, is \$44.00.

(2) We really need to put on record achievements by Australians, because no one else will do it for us.

Last weekend I watched that SBS program on WW1 in colour and though the Brits conceded Richthofen was not shot down by an aircraft, the most they could do was admit it was ground fire, rather than state it was Australians.

Similarly with WW2. I saw a Brit TV program about the Desert and the Australians were not mentioned - Tobruk was held by Brits with some unidentified Commonwealth troops; El Alamein was a British event.

So this is the main reason I continue with Banner Books.

Regards Lex.

From member John Tait:

I am enclosing photos of squadrons who I was with in the UK. Unfortunately I don't have many Air Force mates as I was the only Australian on 25 RAF Squadron also 85 RAF Squadron and only one other at Tangmere with Fighter Interception Development Squadron and that was the late F/Lt Ron "Butch" Hodgen who came from 456 RAAF Night Fighter Squadron.

We only had two Mosquito Mk XXXVI equipped with Perfectos Centimetric Radar which we were doing operational trials on in support of the Mosquito Bombers on Berlin which started to suffer losses.

We use to go on alternate nights as they didn't want both aircraft over Europe at the same time.

We were getting contacts at 40,000 ft but had no chance of catching them even up to 45,000 ft and when we were debriefed our intelligence said it wasn't possible for them to be ME 262's. At the time the only Jets we had were the Meteors which I had flown against the Buzz bombs without much success. The Meteor was single seater and only had endurance of about 1 hour 30 minutes. The 262 was two seater with very

John Tait's Photo No. 1



WARNING: The consumption of alcohol is a major factor in dancing like an ape.

From the Mailbag—contd



John Tait's Photo No. 2

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effective Radar Fuqi 218. I have flown them and carried out the trials on them.

That was one big mistake Hitler made, he wouldn't give Goering any more of them personally directing that the whole production had to go to the Army against the Second Front.

The other big mistake that Hitler made was to attack Russia when he knew the Second Front was imminent.

The Mosquitos were a terrific aircraft when you realise they were capable of carrying a 4,000 lb bomb to Berlin at 40,000 ft almost without loss for a long time.

The only problem I had with them was the fact that Merlin engines are liquid cooled with the radiators in the leading edge of the mainplane. I has lost engines on several occasions because flak and shrapnel punctured the radiators.

One of our members, I think, did SFTS at Monckton in New Brunswick, I also did my SFTS at Monckton on Harvards and Anson II's.

Yours truly John Tait.

Photo No. 1:

25 Sdqn Church Fenton, Yorkshire, Sept 1943

Only Australian, with Norwegians, Belgians and South Africa Fleet Air Arm.

Used Mark 4 radar on Mosquitos.

Understand this was the first operational Squadron equipped with Merlin XX engines.

Photo No 2:

Coltishall nr. Norwich, Norfolk 05/02/1944.

Re-equipped Mosquito Mk XVII with Merlin 23.

SCR 720 Mk X radar.

Shot down 10 JU88's in the first night they had followed the bomber stream home but found the wrong aerodrome

Help Wanted

Author Stuart Howe is looking for articles and photos on Mossies, he can be contacted at:

25a Marlborough Avenue

Edgware

Middlesex HA8 8UH

England

WARNING: The consumption of alcohol may make you think you are whispering when you are not.

From the Mailbag—contd

From member Ron Scott:

Some time ago a manuscript written by Group Captain Max Lax on the history of No 1 Squadron was circulated through the MAAA for proof reading.

It has not been returned.

Would anybody knowing its whereabouts please contact Ron at:

28 Colah Road
MT COLAH, NSW 2079
(02) 9477 3514

It is a very valuable record about the Squadron and Ron wishes to publish it in the near future.

The Restoration Team's thanks go to member Ron Vassie (who just became an octogenarian) for making three of his photo albums available for copying.

They contain some of the history during A52-600's stay at RAAF Richmond and will form part of the photo montage that is so critical to piecing together the restoration requirements.

During the time A52-600 was at Richmond Ron was also the MAAA founder/Secretary/Treasurer Alan Davies' eyes and ears at restoration proceedings.

He is to be congratulated for his interest, support and assistance to the MAAA and the restoration of A52-600 for the 8 year period she was in New South Wales.

Past MAAA Bulletins now available on CD

If you would like a complete set of all the MAAA Bulletins and Annual General Meeting Reports they are now available on a CD RW. This will permit you to read through the previous copies and add new Bulletins as they arrive.

The Bulletins produced by Allen Davies have been scanned into a computer image format quite suitable for viewing on your PC and in most cases, printing.

Please order directly from the Editor and enclose \$5.00 to cover the media cost and postage.

Drag
hunting



"That Tiger seems hard to catch, Paine. Would you make sure that our flaps and radiator shutters are right up and our bomb doors are closed. And you might wind in that aerial if you're not using it."

Published by The de
Havilland Aircraft of
Canada Ltd.,
Toronto, 1944

WARNING: The consumption of alcohol may create the illusion that you are tougher, smarter, faster and better looking than most people.

In The Cockpit—contd

(Continued from page 9)

eration, either of the radar or its operator. In any case the greater nose-heaviness rendered the aircraft very sluggish in climbing and looping manoeuvres.

Gun firing in the Mosquito was always a stimulating experience, particularly in those versions armed with the full four cannon and four machine gun battery. The aircraft was an extremely steady gun platform, there being little change of trim while firing in a curve of pursuit, and none in level flight. The crash of gunfire from the cannon less than a foot beneath the cockpit floor was possibly amplified by the lightweight wooden structure of the airframe. When dropping bombs from the fuselage bomb-bay there was little change of trim, although opening the bomb doors resulted in a slight nose-up change.

In later life, particularly in the post-war RAF, Mosquitoes suffered quite a high rate of engine failures as their service lives were stretched well beyond that originally envisaged. There were also instances when, following recall from duties in tropical and humid theatres overseas, their spruce airframes deteriorated without the flaws being detected. Of course, careful monitoring of engine temperatures would enable incipient engine trouble to be avoided, even if this simply meant closing down an overheating engine to avoid the possibility of more serious problems.

Battle damage to a radiator would almost invariably result in engine overheating and, unless stopped quickly, eventual fire or failure. Shutting down an engine was effected by throttling back and switching off the relevant

magnetos, and then pressing the propeller feathering button. A windmilling propeller caused considerable drag on that side, so much so that too little rudder control would remain for a safe landing. If an engine failure had occurred, the relevant fire extinguisher button would be depressed. As always, once the extinguisher had been operated, it was never wise to attempt to re-start the engine owing to the possibility of a recurrence of the fire without further means of extinguishing it. The fire extinguishers operated automatically in the event of a crash.

Control of one engine gave no trouble, as there was adequate trim available from the rudder tab to hold the aircraft straight at a reasonable speed. However, care had to be taken in turns not to allow the aircraft to tighten up when turning towards a dead engine.

In the event of dire emergency, unless speed and altitude dictated otherwise, it was not recommended to ditch the Mosquito in the sea. There was a tendency for the weight of the engines to 'bury the nose' and the lightweight wooden structure could break up very quickly. Both crew members carried K-type dinghies in their parachute packs, and most Mosquitoes were equipped with L-type two-man dinghies which popped out by operation of an automatic immersion switch. Exit from the cockpit either after ditching or a wheels-up landing was through the roof emergency panel which should have been jettisoned before touchdown.

Although bailing out was recommended in preference to ditching, it could be a rather confusing process unless thoroughly

practised by crews on the ground, owing to the confined nature of the cockpit. As already mentioned, it was best if the starboard engine was stopped and the propeller feathered. The hatch by the navigator's right leg was jettisoned by pulling the large red handle and kicking out the panel. The navigator would leave first, followed by the pilot - who had to negotiate the control column, being careful not to snag his harness on any of the numerous controls, knobs, and switches, particularly in the radar-equipped night fighters.

Rejoining the landing circuit was a procedure that varied according to the duty performed by the Mosquito. The bombers tended to make long, flat, powered approaches, whereas the fighters and fighter-bombers usually completed a tightish circuit of the airfield on to the approach quite close to the boundary. Unless on a 'straight-in' instrument approach, the night fighters generally compromised with a larger circuit, aiming to straighten up for the final approach about one or one-and-a-half miles downwind of the runway threshold.

During the downwind leg, checks for landing were carried out while reducing speed to about 290 km/h (180 mph) indicated. Brake pressure was checked to ensure a minimum of 200 psi, superchargers set at 'moderate', radiator flaps open and undercarriage lowered (if returning on one engine, the wheels took a good 30 seconds to extend and lock down). Propeller pitch controls set fully forward and the fullest fuel tanks selected. Flaps were then selected fully down - requiring a

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WARNING: The consumption of alcohol may cause pregnancy.

In The Cockpit—contd

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lot of nose-down trim, and by the time the aircraft turned cross-wind and started to descend the speed would have dropped to about 257 km/h (160 mph).

Using the throttle to adjust the rate of descent, the aircraft was turned on to the final approach at about 225 km/h (140 mph), and to check its fairly high rate of descent a good deal of power was needed, aiming to cross the threshold at a height of 4.6m (15ft) up at about 193 km/h (120 mph), when the throttles could be closed and the stick eased back. The aircraft at average landing weights stalled at about 169 km/h (105 mph), and the night fighters slightly higher.

Landing on one engine presented no real difficulty provided a longish approach was made, enabling the speed to be kept above about 160 mph, and the rate of descent controlled by use of the good engine. The descent rate was a good deal faster and a rather steeper approach than normal was advisable. The author recalls an instance when, returning at night on one engine, the other engine failed at the moment of touchdown. The aircraft swung quite violently towards the windmilling propeller and careered across the unlit airfield, between the air traffic control tower and a hangar, before it sat

down on its belly, having knocked off both main undercarriage

members on an obstruction. The fuselage fuel tanks ruptured, but fortunately there was no fire.

In the event of a balked landing and the need to 'go round again', it was essential to accelerate as quickly as possible to gain that vital critical speed, so throttles were pushed open fairly smartly and the aircraft held down, and the wheels retracted immediately. The flaps were left down until a height of about 150m (500ft) was reached, as raising them caused the aircraft to sink quite appreciably.

Once down on the runway the deceleration caused a slight tendency to swing to the right but this could be checked quite easily by use of the left rudder and possibly a bit of brake. However, the radar-equipped night fighters were difficult to land in a fully tail-down attitude and with the weight in the nose it was advisable to use the powerful wheel brakes until the tail had finally dropped firmly on to the runway. Turning off at the end of the landing run, the flaps were raised, and back at dispersal the engines were stopped by pulling the slow-running cut-outs.

The foregoing recollections may serve to give some idea of

routine flying in the Mosquito. Yet the demands of war upon this outstanding aeroplane were so diverse that it would be impossible to convey more than a superficial impression of the many exploits undertaken which emphasised its extraordinary adaptability to combat operations.

There were, for example, the photo-reconnaissance Mosquitoes which were the first versions to enter operational service and the first to fly sorties over enemy territory in September 1941. Without bomb gear or guns, and flying at 7,000m (23,000ft) over Bordeaux and Paris, they easily outpaced the Messerschmitt Bf 109s sent up to intercept them. Later the Mosquito Mk IX became the RAF's standard twin-engined photo-reconnaissance aircraft, capable of a range of 5,600 km (3,500 miles) and at a speed of 648 km/h (425 mph) at over 9,000m (30,000ft). Sorties far out over Europe and the Middle East of eight hours' duration were commonplace but imposed great strains upon the crews in their cramped cockpits. These operations demanded quite outstanding qualities from the photo-reconnaissance pilots and navigators who endured all the physical discomfort of cold and psychological pressure of loneliness while

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.....
 : A man named Muldoon lived alone in the Irish countryside with a pet dog that he loved for years. The dog finally died,
 : and Muldoon went to the parish priest and asked, "Father, my dog is dead. Could ya' be saying a mass for the creature?"
 :
 : Father Patrick replied, "I'm afraid not, we cannot have services for an animal in church, but there is a new denomina-
 : tion down the lane and there's no tellin' what they believe. Maybe they'll do something for the creature."
 :
 : Muldoon said, "I'll go right away Father.... Do ya' think \$5,000 is enough for me to donate to them for the service?"
 :
 : Father Patrick exclaimed, "Sweet Mary Mother of Jesus!....Why didn't ya' tell me the dog was Catholic?"
 :
 :

WARNING: Women beware: The consumption of alcohol may leave you wondering what the hell happened to your bra and panties.

In The Cockpit—contd

(Continued from page 14)
flying deep inside enemy air-space.

Pinpoint accuracy in navigation - not simple to achieve at high altitude in an aircraft whose pilot's vision was somewhat restricted - with only speed for defence, singled out the photo-reconnaissance Mosquito crews as among the finest in the war-time RAF.

It was for their countless bombing attacks that the Mosquitoes were best remembered, and it seemed astonishing that an aircraft that had started life essentially as a light bomber was eventually developed to carry a 4,000 lb Blockbuster bomb all the way to Berlin. Loaded with this weapon and a full fuel load, the Mosquito Mk XVI with 1,680 hp Merlin 72s could still take off in about 1,100m (1,200 yards), and normally operated from standard 1,800m (2,000 yard) runways. Deprived of the Blockbuster's weight over the target, the Mozzie shot up as much as 240m (800ft). The critical speed of this version at take-off weight was 350 km/h (220 mph), and more than ever it was the pilot's instinctive habit to brace his left hand hard against the throttle levers as the aircraft left the ground.

Flying the Mosquito in the low-level fighter-bomber and intruder role was particularly exhilarating, and the impression of great speed at low level was heightened by the excellent view over the short nose that was absent on single-engined fighters. Again those big Merlins, growling away 'just outside the window', gave a feeling of power that no jet engine

could convey. With such excellent forward vision it was no wonder that the Mosquito achieved such pinpoint low-level bombing accuracy as in those memorable attacks on Amiens Goal by Group Captain Percy Pickard's Mosquito Wing on 18 February 1944, by No 613 Squadron's destruction of the Gestapo records in the Kleizkamp building at The Hague on 11 April 1944 and No 464 Squadron's attack on the Gestapo headquarters in Copenhagen on 21 March 1945.

As a night fighter the Mosquito reigned supreme during the last three years of the war, remaining the backbone of Britain's night defence for six years afterward. As most pilots will testify, the power and noise of the engines appears to be accentuated when flying at night, and this was never more apparent than

in the Mosquito. Yet there was also something akin to added comfort in the very proximity of those Merlins even if the visible effect of speed was concealed. Needless to say almost all the highest-scoring RAF night fighter pilots flew the Mosquito, not only on home defence operations but also on widespread intruder sorties.

Despite its wooden structure, there was nothing flimsy about the Mosquito in the air and in battle and it was capable of withstanding considerable combat and flak damage. As an all round weapon the Mozzie was a masterpiece, possibly even the greatest example of a successful marriage of aerodynamic perfection with the demands of warfare. Certainly this was a classic instance of 'once flown, never forgotten'.

Oops—those engines suck !!!



How much deeper would an ocean be if sponges didn't grow in it?

Vale

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

AE (Allan) Ellis
of RESERVOIR, Victoria
Allan was one of the MAAA's foundation members.

JH (Joe) Graham
of TRARALGON, Victoria
Joe was a Committee member for 6 years.

GC (Geoff) Gribble
of YARRA JUNCTION, Victoria

AJ (Jack) Phillips
Of BRIGHTON, Victoria

The Association's condolences go to their loved ones, they will be sadly missed.

New Members

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

P (Paul) Barrett
of SEABROOK, Victoria

P (Peter) Gaut
of WANTIRNA, Victoria

G (Greg) Hope
of HERNE HILL, Victoria

SGW (Stanley) Long
Of BLACKBURN SOUTH, Victoria

P (Philip) Thomas
Of BENTLEIGH, Victoria

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

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Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognised by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.