

We're on the www.

Thanks to Don Taylor the MAAA has now its own individual Internet web site.

Look us up on www.aussiemossie.asn.au.

Don has slaved over a hot PC for many nights teaching himself how to undertake the task, and the result as you will see is a credit to him.

He welcomes all feedback, as well as genuine articles that are unique, as he does not want the site to be just another list of numbers but wants to have articles that portray the human side as well. You can email him with your anecdotes via the Contact Us section on the site.

Our thanks also go to stalwart Brian Fillery for making his personal site available to the MAAA for the past few years. It was greatly appreciated.

By the way if you are looking for the home page, there is not one, it is now known as the Hangar page (Don's humour—you can tell by the smirk on his face).



ABN 68 831 327 047

Mosquito Aircraft Association of Australia

- Hangar
- About Us
- News Articles
- History of A52-600
- A52-600 Restoration
- RAAF Mosquito Squadrons
- Mosquito Variants
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Hangar

Purpose

To advance and preserve the memory of those persons who designed, produced, flew and serviced the DH98 Mosquito Aircraft.

Website Plans

Initially the site will focus on the Mosquito in Australian service and will expand to include all things Mosquito as time progresses. We anticipate updating the site weekly dependent on work completed.

Latest News

On 3rd Feb 2008 the restoration crew completed the assembly of two main undercarriage legs. This comprised the assembly of the rubber blocks into the compression strut and assembly onto the undercarriage stand.

Since then we have been busy preparing for the RAAF Museum Air Pageant.

The President's Log—by Alan Middleton OAM



The Point Cook Pageant on 24 February was again the spectacular event we have all come to expect and enjoy. Static and flying displays of historical and current day aircraft were presented with high professionalism and the weather was the same, which made the day for the large number of visitors who attended.

To the Members of Museum Staff, Friends of the Museum and our own Members who worked to make the Pageant a great success and a highlight of Australian aviation I extend heartfelt thanks.

We have been advised that 87 Sqn has moved into new Headquarters at Edinburgh, SA. which includes five conference rooms which have been named to bind the connection between the present 87 and the 1PRU & 87Sqn of 1939-45 as The Lightning Room, The Mosquito Room, The Sharland Room The Gillespie Room and The Jordan Room. The Lightning and Mosquito Rooms need no explanation as it is well known these were the two main aircraft used by 1PRU & 87Sqn, but perhaps a few words on the others may be appropriate.

The Jordan Room is named for AVM Sam Jordan AO, one of our Foundation Members and the Patron of our

Association. Sam served as a Navigator Wireless Operator with the rank of Flying Officer and remained in the RAAF post 1945, retiring with the rank of Air Vice Marshal.

The Gillespie Room is named for Sqn Ldr Jim Gillespie, a Pilot with 87 who died as a result of a crash on takeoff at Coomalie Creek on 2 August 1945.

The Sharland Room is named for Cpl Darcy Sharland, an experienced photographic expert who was flying as a crew member of a B24 Liberator with 380th Bombardment Group USAAF when he was

killed in action over Babo.

We would be delighted if anyone has details of Darcy's RAAF career or of his family which could be placed on record with the new 87.

The recognition of Darcy's service is of tremendous interest as I feel that the contribution to Australia's war effort by the members of the ground staff of the RAAF of all mustering, has been sadly underrated.

Another item of interest is that the CO of 87SQUON, WgCdr. Rick Keir AM, is proposing to have the Social Club named "The Mossie Club" with the wearing of the MAAA lapel pin as a sign of membership.

Committee Member, Don Taylor, has been working very hard to establish a Website for MAAA which can be accessed by www.aussiemossie.asn.au.

The information Don has already made available is well worth a look. We congratulate Don on his efforts and know he will be looking for further items of interest to be included.

The Heritage Advisory Council of Northern Territory intends to recommend the WW2 airfield at Coomalie Creek and environs be declared a Heritage Place. Richard Luxton, the present owner of the area, is in full

support of this project and MAAA has written to the Council advising them of our interest and support, as this is where 1PRU and 87Sqn were based. 31 Sqn operating Beaufighters moved into Coomalie Creek in November 1942 and it remained an operational base until the end of the war.

A report was recently seen in an Airforce Association publication on the death of Fred Stevens DFC, the author of a book "An Aussie in a Mossie". It appears this book is no longer available but, if anyone has a copy or knows of one, we would like to hear as the collection of Mosquito records of this nature are of great interest to us.

A well known Mosquito Pilot, who was also an Australian Test Cricketer, Keith Miller, was recently honoured by having his likeness in a bronze statue unveiled at his old School, Melbourne High School in South Yarra. The statue is placed on the front lawn of the School, in company with a similar statue unveiled at the same presentation, of another famous cricketer, and former Australian Test Captain, Bill Woodfull, who was also a former principal of the School.

The ceremony was attended by members of the family's of both Bill and Keith and several hundred guests, including representation of our Association.

On your behalf, once again I thank all the Members of your Committee who devote a lot of time to the affairs of your Association and I also thank all Members for your continuing interest as, without your ongoing support, even though it may only be to the extent of paying your Annual Subscription, the Association could not carry on-----and this we must do.

Regards
Alan Middleton OAM

Donkeys kill more people annually than plane crashes.

Restoration Update by TRB

Work on the RAAF Museum's Mosquito A52-600 has been proceeding quietly, but with measurable progress.

Most significant step forward has been the completion and installation of a sub-frame inside the fuselage at the cut-out for the wing. It's really a smaller jig mounted on the main fuselage jig, and is designed to accurately locate the wing attachment points, and act as a reference datum to which the fuselage frames can be trued up. Four frames, plus several areas of the fuselage shell need restoring, and that means we'll need this new structure as a support as well as those all-important datum positions. A piano wire has been strung the entire length of the fuselage on its centre-line, and a known distance (8) above the longitudinal reference line. It's not on that reference line because it would have to pass through at least



two frames toward the rear of the aircraft; not advisable.

Next step here is to begin stripping the offending frames, repairing and re-installing them, then get on to the fuselage shell repairs.

MAAA volunteers Arthur Winton, Bob Stevens, Graeme Coates, Don Taylor and others have made good progress on the main landing gear assemblies, with the left hand assembly nearing completion. Another Friend of the Museum is ma-

chining a batch of four stirrups for the bottom of the legs, which will carry the wheel hubs. These are the last major items still to come for completion; the tail wheel assembly is complete and on a display stand in the Restoration Hangar.

We joined with the Friends of the RAAF Museum plus Museum staff to help set up and man the Mossie display area on Pageant Day in February; see the separate notes elsewhere in the Aussie Mossie Bulletin.



It is possible to lead a cow upstairs...but not downstairs.

Chatting with an ex Hatfield employee—by TRB

18 February 2008

De Havilland in the early 1950's

It's been our privilege to meet many people associated with the Mosquito in various ways. However Ms. Edna McKaige, who worked at De Havilland at Hatfield (on the north western outskirts of London, U.K.) gave us some interesting insights into the post-Mossie company at a recent meeting at MAAA President Alan Middleton's home.

Major projects on the boil during her days there included the Vampire and its derivatives such as Sea Venom, plus other military aircraft, and of course the world's first pure jet airliner, the Comet.

Much has been written about the tragic losses of three Comets with all aboard, and the

subsequent enquiries, investigations and re-designs. Suffice to say that the entire world aviation industry benefited from the thoroughness of these investigations. De Havilland led the way forward with their research and development programs, resulting in scheduled pure jet passenger services recommencing with Comet 3 and Comet 4 aircraft. As this is written, Nimrods (a Comet derivative) are still in service with the RAF.

Edna worked in the photographic section at De Havilland, preparing everything from parts manual illustrations to press releases. Among her memorabilia is a photo of a very young Princess Margaret in the front office of a Comet with Sir Geoffrey De Havilland.

Life at the company included active participation in the dramatic society, arts club and

dances, as well as some pretty high pressure deadlines at times. Hatfield in those days was beyond the confines of London suburbs, and Edna has fond memories of cycling to work down tree-shaded country lanes with her friend Jill. She met and subsequently married an Australian design draftsman, George McKaige, also a company employee during the early to mid 1950's. George then returned to Australia to take up a design role with Commonwealth Aircraft Corporation at Fishermen's Bend, and Edna followed by ship (the 'Orion') a month or so later.

She fondly recalls this voyage as a memorable way to leave one stage of her life to begin another in Melbourne.

Thanks for the memories, Edna.

TRB

Note *** MAAA Committee Arrangements

Please note:

That the MAAA Secretary, Treasurer and Editor is going on an adventure to the UK and Europe for the best part of 3 months (end of May through to the end of August 2008).

During Bob's absence please forward mail and emails to Alan Middleton in the first instance.

Alan's address is:

14 Fitzgibbon Crescent
CAULFIELD NORTH
Victoria 3161

If you have a telephone enquiry please feel free to contact anybody on the rear page, their roles can be found there.

Also the new email address as stated on the new web site —

info@aussiemossie.asn.au

is also available for use.

Every effort will be made to answer all correspondence but if it falls through the cracks it may be a few months before you get an answer.

Project 2014

A flying replica of the Boxkite is being constructed at Point Cook.

Project 2014 was set up by a small, dedicated team comprising Ron Gretton, AM, and Geoff Matthews to construct a reliable and safe modern flying replica Military Bristol Biplane for the RAAF Museum.

The aeroplane will be available to fly at Point Cook on the 1st March 2014, celebrating 100 years of military aviation in the best possible way.

This Australian replica Boxkite will be built over a period of four to five years. This will ensure that the aeroplane is available in sufficient time to take part in celebrations that will occur in March 2014.

With Project 2014 having started in 2006, ample time is

available to allow for the resolution of unforeseen problems that may arise during the building of this machine, and the subsequent test flying.

The engine will be an Australian seven cylinder 110hp (82kw) radial Rotec R2800, designed and manufactured by Rotec Engineering Pty Ltd at Moorabbin, Victoria.

Rosebank Engineering has kindly supplied the engine and all the timber for the project.

Mobile Network has supplied the wheels and structural metal, and Aerostructures and Macdonald Technologies International have also provided significant support.

The project is, of course, supported by both the RAAF Museum and the Air Force itself.

On completion, the aeroplane will be formally handed over to the RAAF Museum.

For more information on this project please visit website:

www.boxkite2014.org

or contact:

Ron Gretton or
Geoff Matthews,
c/- RAAF Museum,
RAAF Williams,
Point Cook,
Victoria 3027.

Shuttleworth's Boxkite. The Project 2014 Boxkite will be the first of its type to take to the air over Australia since the Great War. J. Kightly.



By law, every child in Belgium must take harmonica lessons at primary school.

Flights of History by Brian Fillery—Part 2

Aviation Trivia (with many aircraft crashes omitted) compiled by Brian Fillery from his program 'Dates', a timeline of history based on English monarchs from 1066.

This is the second part with the rest appearing in later editions.

A complete and up to date list can be obtained directly from Brian.

- | | | | |
|------|--|------|--|
| 1865 | "D'Amecourt's steam helicopter, France (never flew)." | 1883 | "Albert and Gaston Tissandier's electric dirigible (motor and batteries), France." |
| 1866 | Aeronautical Society of Great Britain (Royal Aeronautical Society in 1918). | 1884 | "Alexander Mozhaiski's steam driven mono-plane makes small hop, Russia."
Horatio Phillips investigates curvature of aircraft plane surfaces. |
| 1867 | Patent for rocket-driven aircraft propeller. | | "Capt Charles Renard and Lt Arthur Krebs, make electric dirigible flight of 2 ½ miles (4 km) at 12 mph (19 km/h) and return to take-off point in 23 minutes, France."
German military balloons. |
| 1868 | "First aeronautical exhibition (10 days), Crystal Palace, London, features Charles Spencer's glider which has flown 120 ft (36.5 m)." | | |
| 1870 | "Alphonse Penaud's rubber band powered 'helicoptere' flies 50 ft (15 m) for 26 secs, France."
"At the Siege of Paris, during the Franco-Prussian war, microfilmed messages are sent out by carrier pigeon and about 200 people escape and 2.5 million letters and dispatches are sent in about 51 hot-air balloons. "
Prussian 37mm Ballonkanone is first anti-aircraft gun but scores no hits.
"World's first wind tunnel (built to test wings), Greenwich." | 1888 | "Dr Karl Wolfert flies balloon with 2 hp (1.5 kw) Daimler petrol engine, Germany." |
| | | 1890 | "Clement Ader flies 164 feet (50 m) in steam powered bat-wing aircraft Eole, France." |
| | | 1891 | "Clement Ader flies 328 feet (100 m) in steam powered aircraft, France."
First Russian wind tunnel.
"Otto Lilienthal starts glider tests (over 2,000 by 1896), flies 50 ft (15 m) in 'original' hang-glider, Germany." |
| 1872 | "Paul Haenlein's airship with internal combustion engine that runs on gas from balloon, Germany." | 1893 | "Lawrence Hargrave's box-kite experiments, Australia."
Horatio Phillips claims to fly unmanned multi-winged Multiplane with 72 lb (33 kg) ballast. |
| 1876 | "Alphonse Penaud's aeroplane patent covers all 'modern' ideas including instruments except for the internal combustion engine, France." | 1894 | "Lilienthal's biplane glider flies 100 yds (30.4 m) at 50 ft (15 m), Germany."
Hiram Steven Maxim's biplane with two 180 hp (60 kw) steam engines flies at 2 ft (60 cm) altitude. |
| 1879 | "Military Balloon Unit, UK, first purpose-built UK army balloon Pioneer uses coal-gas." | 1895 | "Percy Pilcher starts glider flights, Scotland." |
| 1880 | "Alexander Mozhaiski patents steam powered flying machine, Russia."
First UK use of military balloon.
"Dr Karl Wolfert's engine powered dirigible crashes, Germany." | 1896 | "Samuel Langley's steam-powered 16 ft (4.8 m) long model aircraft flies 1/2 mile (0.8 km) in 1 |

No piece of paper can be folded in half more than 7 times.

Flights of History by Brian Fillery—Part 2 (contd)

- 1/2 mins, US."
 "Octave Chanute starts glider flights (to 1901), US."
 "Otto Lilienthal killed when his glider crashes, Germany."
 Unmanned balloons analyse air at 9.3 miles (15 km) altitude.
 "Lawrence Hargrave links 4 box-kites and is lifted 20 ft (6.1 m) into air, Australia."
- 1897 "Clement Ader flies twin-engined plane 984 feet (300 m), France."
 Percy Pilcher flies 750 ft (228 m) across valley in glider.
 "Weisspfenning and Watzesch airship 155 ft (47 m) long with 12 hp (8.9 kw) motor makes demonstration flight but, on landing, it is torn apart by spectators, Germany."
 "First recorded dirigible deaths when Dr Karl Woelfert's airship with 8 hp (5 kw) petrol engine explodes in flight, 2 die, Germany."
 "First attempt to use balloon for Arctic exploration, all 3 die, Spitzbergen."
 German all-metal balloon piloted by a soldier makes it's first and only flight.
- 1898 "Konstantin E Tsiolkovsky proposes liquid hydrogen and oxygen as rocket fuels, Russia."
- 1899 "Wilbur and Orville Wright start glider experiments with wing-warping, US."
 "US-born Samuel Cody starts experiments with man-lifting kites, UK."
 Percy Pilcher dies when his glider breaks up.
- 1900 "Von Zeppelin's LZ1 420 ft (128 m) long by 38 ft 6in (11.7 m) airship with two 16 hp (11.9 kw) engines makes maiden flight of 20 minutes at 17 mph (27 km/h) with 5 passengers, Germany."
 """"No possible combination of known substances, known forms of machinery, and known forms of force can be united in a practical machine by which we will fly long distances through the air."" - US scientist."
- 1901 "Wright Bros experiment with man-carrying gliders, US."
 "Gustav Whitehead twice flies twin engined aircraft 880 ft (270 m), navigates around trees, flight unrecognised, US."
 "Wilhelm Kress' benzene powered triple-winged seaplane, built over 20 years, crashes on takeoff."
 "Santos-Dumont wins Deutsch Prize flying his powered controlled No 6 dirigible round Eiffel Tower, Paris."
 """"I think it most unlikely that aeronautics will ever be able to exercise a decisive influence on travel. Man is not an albatross..."" - H G Wells."
- 1902 "Gustav Whitehead flies twin engine flying boat on 7 mile (11 km) circular course and lands on water, flight unrecognised, US."
 First British airship.
 "Wright Bros glider flies 350 ft (106 m) at 6 ft (1.8 m) altitude, US."
 French balloonist Leon de Bort finds border between troposphere and stratosphere.
 """"In the present state of science, there is no known facts by which one could predict any commercial future for aerial navigation."" - Thomas Edison."
- 1903 "Scientific paper on spaceflight, Russia."
 "Richard Pearse flies 459 ft (140 m) in home built monoplane with ailerons and 25 hp (18 kw) petrol engine (flight unrecognised), NZ (Mar)."
 "Lebaudy airship 178 ft (54 m) long, 30 ft (9 m) diameter, with 35 hp (26 kw) motor and 2 twin-bladed propellers makes first fully controlled flight of 38 miles (61 km) in 2her 46min, France."
 "Aida d'Acosta is first woman to fly dirigible solo, France."
 "Samuel Langley's full size powered plane fails to fly (but does in 1914), US."
 "Leon Levasseur's lightweight high-power Antoinette aero engine, France."
 """"We hope that Professor Langley will not put his substantial greatness as a scientist in further peril by continuing to waste his time, and the money involved, in further airship experiments. Life is short, and he is capable of services to humanity incomparably greater than can be expected to result from trying to fly... For students and investigators of the Langley type there are more useful employments."" - New York Times, Dec 10."

(Continued on page 12)

The liquid inside young coconuts can be used as substitute for blood

15 April 2008

Bits and pieces

Sometimes we're all fortunate enough to be in the right place, at the right time; last month marked one of those coincidences. Owner of Coomalie Farm and Coomalie Creek airfield Richard Luxton was in Melbourne in February this year for the RAAF Museum's bi-annual Pageant Day, and passed on a thirty page document from the Heritage Advisory Council of the Northern Territory.

The information is titled "WWII Coomalie Airfield and K5 Anti-Aircraft Battery Site Heritage Assessment Report, 2007", and lists various criteria for recommending the heritage listing of these important historic sites. For more information, contact the HAC N.T. on (08) 8924 4143 or at GPO Box 4198, Darwin N.T. 0801.

Your Executive has made a submission to the HAC on behalf of the MAAA, strongly supporting the heritage listing of Coomalie Airfield and its environs. We've added some positive and constructive suggestions, and invited the HAC to use our records if required. This is likely to be a long-term project, and we'll keep you posted on future progress.

And on another subject entirely, thanks to Jeff Brown and Nick Disney. A major Australian automotive manufacturer where Jeff works has recently

upgraded the computer aided design system plotters in their Design Centre; he was in the right place at the right time and acquired one of the previous models on our behalf.

We've already recouped the minimal outlay by selling our old one. Nick, of Disney's Newsagency, Hampton (a Melbourne suburb), had some ink jet cartridges to suit in his 'old stock' bin, and has passed them on to us.

Thanks to you both from the Aussie Mossie Volunteers.

TRB



The Aussie Mossie can now be found on the internet.

Our web address is www.aussiemossie.asn.au so take a look, the site is very much a work in progress but you will get a feel for what we are trying to get on site.

We have sections on:

Restoration of A52-600
Mosquito specifications
Squadron History
News of the Association
History of the Association

Others will come as content is compiled. Our biggest problem is original content.

We hope to make the site unique and not just trot out the

usual stuff you see on 50 other sites. To do this we need original material preferably not published elsewhere. So we are putting out a challenge to all members to help by providing some content. Items we see as useful:

Accounts by former aircrew of flights they made – 94 Sqdn VP day flypast. These do not have to be operational missions but things that are unique.

Accounts from ground crew of things they got up to – problems that had with maintenance, sports activities
Accounts of the VP bonfire at Coomalie Creek.
Details of restoration work done on mosquito a/c or collection of Mossie memorabilia.
Visits to overseas mossies with pics of course.

The site is still under construction as it is a very time consuming task compiling information to add to the site. There are quite a few pages under construction missing little bits of detail to complete. So keep an eye on the site as we hope to update the site every few weeks.

The biggest issue we have with the site that the moment is that of copyright. We cannot publish anything on the web that we do not have the copyright owner's permission to do so: If the material is public domain material that's OK but we have to be sure it is, the fact it

Mosquito repellents don't repel. They hide you. The spray blocks the

From the Mailbag—contd

is on the web does not guarantee that it is public domain.

If you have an article (or a suggestion for content) please forward it to us on our new email address info@aussiemossie.asn.au.

Electronic submission is preferred.

Don Taylor
Home 03 9733 4608
Mobile 0411 092 154



Interesting that you mention Bob Cowper's book in the previous Bulletin which I have in my possession. I worked as a volunteer at the RAAF museum for a number of years (and am still a member of the Friends).

My partner on Saturdays was Mike Leicester who I believe is still the president of the Point Cook Flying club.

Anyway, Mike's dad David Leicester was a Halifax /Lancaster bomber pilot and flew a full 50 sorties over Germany

mainly with 35 Sqn Pathfinders (and other squadrons) RAF.

David Leicester and Bob Cowper are best of friends and both live in Adelaide (I believe they are still in good health). I've had the privilege of meeting both men on a number of occasions and one stands out. Mike arranged for the two warriors to give a presentation at the Pt Cook flying club. It was a fascinating night with both men recounting their flying experiences.

Both David and Bob are absolute gentlemen and very generous with their time.

It's a terrific book and I managed to get mine signed by Bob. I also have that print

(signed) of Bob shooting down a Do217.

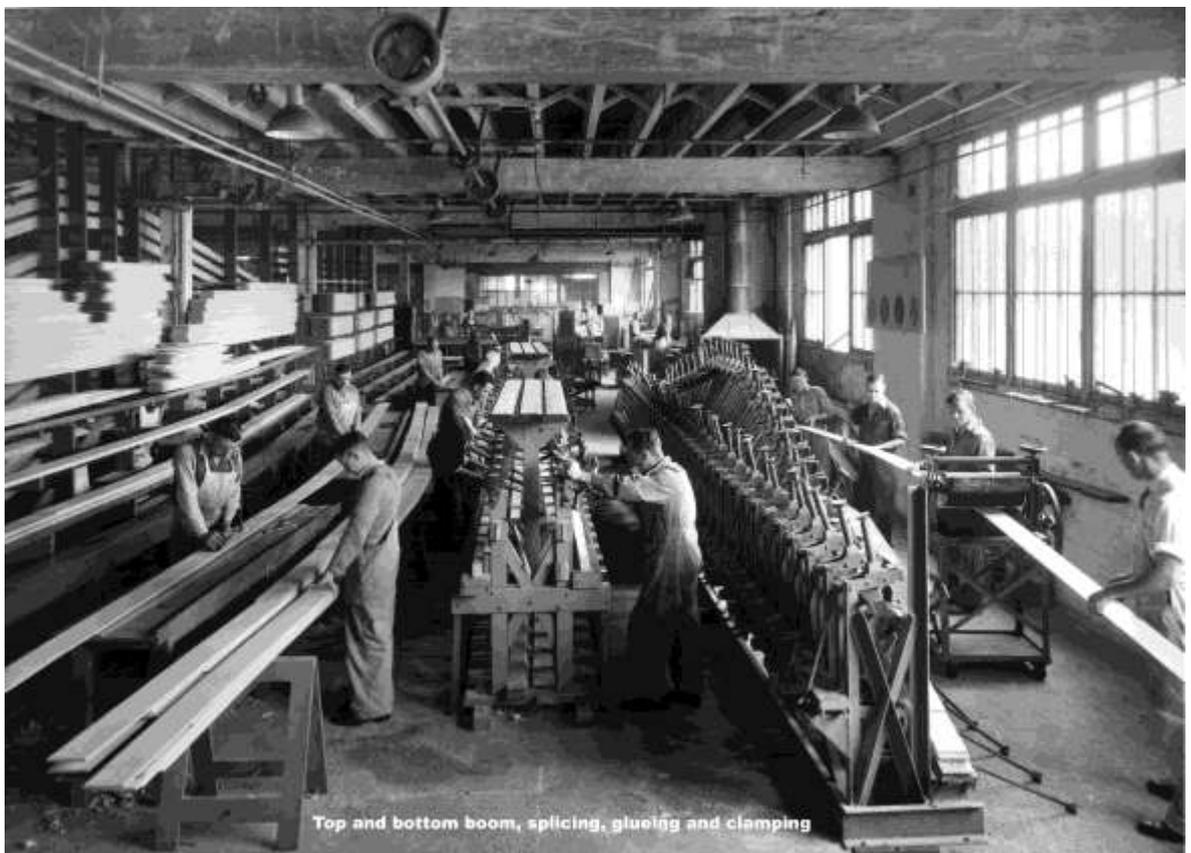
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Email:



gdrag@unimelb.edu.au

I am the Treasurer or the Furniture History Society of Australia (Inc). I have been documenting the history of Furniture Manufacturers in Aus-



Top and bottom boom, splicing, gluing and clamping

In the course of an average lifetime you will, while sleeping, eat 70 assorted insects and 10 spiders.

From the Mailbag—contd



Centre. Fitting bottom boom to jig right and left side
Jigs for fixing rear and front face blocks
Templates on wall indicate block position

tralia and have recently come across some photographs of work during the war years on the DH Mosquito Bomber at F Dicken Pty Ltd, which I enclose a CD, this is your copy.

I was an apprentice cabinetmaker in 1954 at Ricketts and Thorp P/I at Rockdale in Sydney and I remember there were still parts in the factory. I know that a few manufacturers in Sydney did work for the bomber.



Loading finished spar

Parker Furniture, Chiswell Furniture, I think Cemac and Ralph Symonds. And many more.

Do you have any documentation or books of war work undertaken around Australia by Furniture Manufacturers, I would be interested to use in an article for our Newsletter.

Regards, Alan Perry

68 Parklands Avenue,
Heathcote, NSW, 2233



Thanks for your article on the Volunteers' Presentation in the MAA Bulletin.

However, I should alert you to a few mistakes in regards to names and titles.

The speaker on the day was Group Captain Kathryn Dunn who is the RAAF College Commandant.

Cheers,

Mary Briggs
Administration Officer/
Volunteer Co-ordinator
RAAF Museum
RAAF Williams
POINT COOK VIC 3027

The pupil of an eye expands as much as 45% when a person looks at something pleasing.

Thanks for your corrections, Mary.

Our apologies go to Group Captain Dunn for our mistakes.

Ed



Sad news. 03/05/2008

Tom died last night after a torrid 4 months of illness in hospitals and nursing homes, but was always cheerful and making jokes with the staff.

He enjoyed a concert with his Probus Men's Choir while in a nursing home, taking his place in the choir.

On Anzac Day Barry (his son) and Andrew wheeled him up

to the small service in this village, wearing his medals and insignia, where with their help he laid a wreath under the flag.

I've attached a photo of Tom and me taken on the day. Just 1 week later, after a bad fall, he passed away.

Tom had a good long satisfying life (he was 89). He had great memories of the return to Coomalie Creek.

Many thanks to you all for contributing to that.

Regards, Barbara Baird



"She floats all rightly, but—"

She floats all rightly, but ...

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



- all the same it was nice of them to make sure the dinghy box and emergency-hatch fixings worked. But where are the cards, Paine?



An ostrich's eye is bigger than its brain.

Flights of History by Brian Fillery—Part 2 (contd)

(Continued from page 7)

- Wright Bros first flight 120 ft (36.5 m) lasts 12 secs and is recognised as they have photos and observers (Dec 17).
- 1904 "First ship designed specifically for balloons is Ballondepotfartyg No 1, Sweden."
Ferdinand Ferber after 6 years has only managed to fly 16 ft (4.88 m).
"Wright Bros Flyer II makes first flight, Wilbur makes first circuit and first flight over 5 minutes, they make 105 flights this year."
- 1905 "Dufaux Bros 37 lb (16.7 kg) model helicopter with 3 hp (2 kw) engine lifts 13 lb (5.9 kg) payload, France."
Wilbur Wright in Flyer III makes 39 minute 23 sec flight over 24.2 miles (39 km).
- 1906 Rumanian inventor Trajan Vuia flies first monoplane aircraft 40 ft (12 m).
"Britain's first hot-air balloon race, there are 7 entries."
Stonehenge is first British archaeological site photographed from air (balloon).
"Santos-Dumont flies aircraft 14-bis 200 ft (60 m) in Oct, and 721 ft (220 m) in 21.2 seconds at average speed 25.65 mph (41 km/h) in Nov, France, setting first recognised flight, distance and speed records in Europe."
Alps crossed by balloon.
- 1907 "Hague Declaration bans dum-dum bullets, dropping bombs from balloons, airships or aircraft."
"Henri Farman claims first(?) airplane flight in Europe, 1 minute, France."
"Robert Esnault-Pelterie invents aileron and aircraft seat belt, France."
"Phillips Multiplane aircraft with 200 very narrow chord wings flies 500 ft (152.4 m), London, first(?) powered flight in UK."
"A V Roe is first Englishman to design, build, and fly (1908) his own aircraft, a biplane."
First British built military airship Nulli Secundus makes world record 3 hr 25min flight with 50 hp (37 kw) engine.
John Dunne's secret government funded D5 flying V-wing (no tailplane) aircraft (flies 1910).
"Henry Farman makes first recorded aircraft turn, France."
"Paul Cornu's man-carrying helicopter flies for 20 seconds at 6 ft 6 in (2 m) altitude, breaks up on landing, France."
"Victor de Karavodine patents pulse jet engine, France (used 1944 in German V1 flying bomb)."
- 1908 Wright Bros patent their flying machine.
"Henry Farman claims first aircraft passenger (Mar), first woman passenger Madame Peltier (Jun), first circular flight over 1 m (1.6 km), France."
First aircraft flight with passenger in US.
"First powered flight by Englishman, A V Roe."
"First powered aircraft fatality is Lt Thomas Selfridge flying with Orville Wright, US (Sep)."
Leo Steven invents self-contained manual opening parachute.
"Gnome 5-cylinder rotary aero engine, France"
- 1909 Handley-Page first English aircraft manufacturer.
J T C Moore makes first official UK flight (May).
A V Roe flies first UK designed and engined aircraft (now in Science Museum).
"Louis Bleriot flies English Channel in motorcycle engined monoplane in 37 mins at avg speed 42.7 mph (68.7 km/h) winning Daily Mail prize of £1,000."
"First international air races, France, 38 entries, 23 take off."
Wilbur Wright flies over New York.
Aircraft automatic pilot (?).
"Igor Sikorsky's first helicopter (never flew), Russia."
Bleriot's Type XII plane is first to carry 2 passengers.
"Clement Ader's 'L'Aviation Militaire' predicts flat-top ships with runways for aircraft and 'islands' set off to one side (ship control areas), France."
"Elise Deroche is first woman to fly aircraft solo, France."
Air speed record 34.03 mph (54.76 km/h).
Air altitude record 510 ft (155 m).

... to be continued in the next Bulletin.

You burn more calories sleeping than you do watching television.

Vale

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

Baird, Thomas, of Albion Park, New South Wales

Morgan, Betty, of Kurrajong Hills, New South Wales. Many thanks to her sons Barry and Alwyn for continuing the MAAA relationship.

Nitschke, Hedley, of Loxton, South Australia

Vassie, Ronald, of Caringbah, New South Wales. Many thanks to his wife Eileen for continuing the MAAA relationship.

The Association's condolences are extended to all the Member's loved ones.

New Members

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

Callanan, Wayne, of Airport West, Victoria (also a Friend of the RAAF Museum)

Homewood, Bruce, of Faulconbridge, New South Wales

Jones, Walter, of Millthorpe, New South Wales

Macquet, Jean-Pierre Richard, of Ormond, Victoria

McAuley, John Thexter, of Darwin, Northern Territory

Morgan, Barry & Alwyn, of Kurrajong Hills, New South Wales

Vassie, Eileen, of Caringbah, New South Wales

Wells, Darryl, of Werribee, Victoria (also a Friend of the RAAF Museum)

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

Military wisdom

- "Cluster bombing from B-52s is very, very accurate. The bombs are guaranteed to always hit the ground."
- "If the enemy is in range, so are you."
- "It is generally inadvisable to eject directly over the area you just bombed."
- "Tracers work both ways."
- "If your attack is going too well, you're walking into an ambush."
- "Any ship can be a minesweeper ... once."
- "If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe."
- "When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."
- "Mankind has a perfect record in aviation; we never left one up there!"
- "There is no reason to fly through a thunderstorm in peacetime."
- "You know that your landing gear is up and locked when it takes full power to taxi to the terminal."
- "A slipping gear could let your M203 grenade launcher fire when you least expect it. That would make you quite unpopular in what's left of your unit."
- "Blue water Navy truism: There are more planes in the ocean than submarines in the sky."
- "Airspeed, altitude and brains. You need more than two of them to successfully complete the flight."
- "Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries."

Leonardo da Vinci invented scissors.

RAAF Museum News

KALKARA ACQUISITION

The RAAF Museum was successful in its bid for a Kalkara (aerial target vehicle) and arrangements are being made to relocate the vehicle and its parts from their current location at JBRF (Nowra) to Point Cook. The disassembled items and major components include the tows, tow launchers, wing-tip burners, launch stands and expired RATO booster motors. The Kalkara will arrive at the Museum on 30 April and will be reassembled when it is required for display. The RAAF was the highest user for the Kalkara which is why the Museum has acquired one.

NEXT SPECIAL EXHIBITION

The upcoming RAAF Museum Special Exhibition will be on the Berlin Airlift 1948-1949. The exhibition is due to open in mid July this year.

Following the fall of Berlin to Allied forces in 1945, the city was carved up between the

victors into four zones for reparation and administration.

The Soviet Union attempted to gain control of all Berlin in June 1948 by strategically restricting all road and rail transport destined for the Western zones from passing through its territory. This threatened crucial supplies to the military and for the civilian rehabilitation underway in the British, American and French zones.

The only option, other than relinquishing control to the Soviets, was to utilise three air corridors to fly in supplies for the western troops and over 2 million German civilians. This triggered a commitment to the longest and largest airlift in history - the Berlin Airlift.

A number of Australian aircrew participated in this momentous operation and they include:

Two RAAF crews already in England serving with South Africans, New Zealanders,

Canadians and Americans on exchange duty with No 24 (Commonwealth) Squadron of the Royal Air Force.

Ten Dakota transport crews from Nos 36 and 38 Squadrons sent to England on 21 August 1948 to join other Commonwealth airmen for training and deployment by the Royal Air Force.

Call for photographs, objects and memorabilia relating to the Berlin Airlift 1948-1949

The Museum would like to know of any RAAF members or personal effects relating to the Berlin Airlift in support of the Museum's next Special Exhibition. This may include recollections, photographs, uniform, equipment, newspaper clippings or memorabilia from the RAAF or personal experience from the time.

Please contact Allison Bartlett, Curator at the Museum on (03) 9256 1007 or email alli-

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All previous Bulletins are available from the MAAA web site.

Lemons contain more sugar than strawberries.