

FoRM 15th Birthday

The Mosquito Association congratulates the Friends of the RAAF Museum (FoRM) for getting to a milestone 15th birthday.

In celebration there was an official dinner held at RAAF Base Point Cook on the 11th October. The FoRM and the MAAA have had a loose but very cooperative association for at least the past ten years, with many of both our members having joint memberships.

The evening was opened by the current FoRM President, Colin Fee, who related how the group was formed and discussed many of its successes over the 15 year period. An excellent evening was had by each and every one of the 70 odd Friends and their guests.

The guest speaker for the evening was Friend and veteran pilot, Mike Falls, the Managing Director and Chief Pilot of a DC3 service called the Silver Clipper Dinner Flights around Melbourne. He gave a very thought provoking talk about aircraft safety, in particular the driver behind the wheel, not the hardware. He explained now that aircraft are so reliable and much of commercial flying is proceduralised it leaves the pilot with a reduced amount of thinking to be done, but when something extraordinary happens in the space between ground and the heavens, the pilot has to call on accumulated knowledge and common sense.

The problem arises here because many current training methods are breeding out the ability to think by 'sticking to the rules'. He says this is now starting to be addressed by some airlines and armed forces instructing their pilots to be very 'comfortable' before proceeding with any aspect of flying. The pilot will not be frowned upon if the situation does not 'feel right' and they take an alternative action.

Certainly food for thought. Mike can point you to many publications on this issue.



Friends of the Museum President Colin Fee thanking Mike Falls after being the guest speaker

The President's Log—by Alan Middleton OAM



In my President's report at the last Annual General Meeting I mentioned many important items but thought I would reiterate some here.

The support group to the RAAF Museum team working on A52-600 has dwindled over the year, not because of lack of interest on our part, but because the progress of the restoration has not re-

quired the input of the willing but periodical attendance of our Members. Those of our team who have special technical knowledge and aptitude continue to provide specialised activities which, although not visible to the observer, are of significance assistance to those working more regularly than we are able to.

With regard to our mandate to preserve the memory of those who produced, flew and serviced the Mosquito, David Devenish has visited many former RAAF people who were associated with this aircraft and has produced an excellent collection of photos and other records.

Don Taylor has been busy establishing our own Website which is telling the story of our Association. Don has also

been handling most of the technical requests which are received from all parts of the world.

Thanks and congratulations go to David and Don for their contribution to this sector of our activities.

Terry Burke, Graeme Coates & Noel Penny have all been tireless Members, and have all contributed to the development of knowledge of the restoration process, particularly on the high technical aspects associated with this. Their commitment to the aims of our Association and their dedication to it is particularly notable and I thank them on your behalf.

I believe the past year has been a year of further development of our Objects and I have no doubt that, with continuing interest of our Members, our Association will prosper.

ALM OAM.

Membership Renewal 2008-2009

The Committee of the MAAA once again is looking for your continued support of the Association. Although the bank balance is relatively healthy, we wish to continually increase it as some expensive items will need to be purchased as the restoration proceeds.

Some of these items have the potential to deplete the figure very quickly especial-

ly, for example, when the wing has to be reconstructed.

Those present at the AGM suggested and passed that the fees should not be changed for the time being and therefore will remain at \$20.00, exactly the same as when the MAAA was formed in 1992.

Invitations to renew will ac-

company this Bulletin and in the mail for those who receive the Bulletins via email.

If you do not already receive Bulletins via email but have access to it, please consider dropping the Editor an electronic line and arranging it. Every emailed Bulletin helps our bank balance.

Cheers Treasurer.

Cluster bombing from B-52s are very, very accurate. The bombs are guaranteed to always hit the ground.

RAAF Base Darwin Control Tower by TRB

In a brief ceremony at 18:00 on Friday evening 3 October 2008 at Darwin airport, RAAF Group Captain Peter Viggers handed over the restored RAAF Base Darwin water tower / control tower to Mr Peter Radtke, immediate past president of the Aviation Historical Society of the Northern Territory. Drinks and nibbles were served at a meet and greet session then, as daylight faded, lights were turned on to show off the new acquisition.

The historic pre-World War 2 water tower had to be moved to make way for a new hardstand area for the RAAF's latest generation C-17 heavies, and work started some eight years ago. During excavations for the hardstand, old aircraft parts were unearthed (see photo), which turned out to be undercarriage components (including a wheel) from a P-40 Kittyhawk. Evidence suggests this aircraft was one of twenty three, including ten U.S. Army Air Force Kittyhawks destroyed in the first, devastating Japanese raids on Darwin on 19 February 1942*.

The De-



fence Heritage Unit funded this project at a cost exceeding \$1 million; it's pleasing to see that, while RAAF Base Darwin is being improved and upgraded as a major forward defence base, its heritage status is also being maintained. The concept and thrust for the tower restoration, as well as much volunteer labour was provided by the Aviation Historical Society of the N.T., and John Holland provided valuable support in its removal, transport and re-erection. For operational reasons the refurbished tower is slightly lower than in its heyday, but has lost nothing in the transformation.

Thanks go to new President (and Treasurer) of the Aviation Historical Society of the N.T. Richard Luxton for passing on this news. Congratulations on your new jobs, Rich-



ard; retirement wasn't meant to be easy!

TRB
04 October 2008

*Source: "Darwin's Battle for Australia", published by Darwin Defenders 1942-1945 Inc.

Richard Luxton is the owner of Coomalie Creek, an MAAA member and a very hard worker preserving many WW2 and other historical artefacts.

Many thanks Richard.

Ed

Blue water Navy truism: There are more planes in the ocean than submarines in the sky.

Information Wanted by David Devenish

The four ground crew photos, taken in Aug 1945, Coomalie Creek NT, have recently come to light and MAAA would like to document all photos & personnel. Photo #3, is an example of one recently supplied by Richard Searle and Jack McAuley along with names. To complete we would like to verify Merve Wilson's and Wally Quinlan's first names.



""#2"" Group portrait of ground crew in front of a PR XVI-Mosquito, 87 PR Squadron, RAAF, August 1945. Location: Coomalie Creek, NT.



""#3"" Group portrait of electricians. L to R: Back - 'Wally' Quinlan, 'Jack' McAuley, Richard Searle, 'Merve' Wilson, 'Ronnie' Bignell. Front - 'Jeff' geddes, Gordon Walters, 'Tom' Rocheford, 'Max' Holmes, Ray Henderson. 87 PR Squadron, RAAF, August 1945. Location: Coomalie Creek, NT.

You've never been lost until you've been lost at Mach 3.

Information Wanted by David Devenish—contd

For Photos #2, #4 & #5, the MAAA would like to establish who has these photos so we can obtain a good copy from the original photos. In addition, we would love to hear from any one who can help with names and their roles in 87 Squadron. Please contact David—see rear page.



""#4"" Group portrait of ground crew, Names & specialist area UNKNOWN, 87 PR Squadron, RAAF, August 1945. Location: Coomalie Creek, NT.



""#5"" Group portrait of ground crew, Names & specialist area UNKNOWN, 87 PR Squadron, RAAF, August 1945. Location: Coomalie Creek, NT.

Never trade luck for skill.

Richard Luxton has been busy at Coomalie over the last twelve months. Some of the milestone events have been:

- A Heritage Assessment Commission report has been prepared for the N.T. Government recommending the heritage listing of Coomalie Creek airfield and its environs. No decisions have been reached yet, and it's likely to be a lengthy process. The MAAA, Aviation Historical Society of the N.T., Richard himself and other interested parties have made submissions; we'll keep you posted on developments.
- A 'dig' on the VP Day Victory Bonfire site has uncovered many artefacts from the wreckage of Mosquito A52-611, which formed the basis of the bonfire. Two qualified archaeologist mates of Richard are responsible for this on-going project.
- 'Merlin Night' was held again this year, a few days short of the 63rd. anniversary of VP day on 15th August; over a hundred people attended. Some of the highlights included starting and running the Aviation Historical Society of the N.T.'s Merlin and Pratt and Whitney engines, Mad Max's Blitz-mounted Viper engine complete with afterburner, a barbecue and folk singing society's performance afterwards, a massed parachute drop from a restored Dakota on Sunday, and a memorial service at the rebuilt No. 31 Squadron Chapel.
- A visit by over 30 current No. 87 Squadron personnel at the conclusion of Operation Pitch Black. At a parade on the threshold of runway 17, C.O. Wing Commander Rick Keir presented various awards and announced promotions. He concluded by introducing particularly the younger members to Coomalie, referring to it as an important part of their history, and asking them to regard it as their spiritual home.
- Richard's uncovering of a dump site in a creekbed. He's begun mining the site using water erosion to uncover various relics, at this stage mostly Mosquito bits; we've been unable so far to identify which particular aircraft they belonged to.



Above:
Delivery of ex-USAAF Kittyhawk remains to the AHS N.T.'s work site.

Below:
Owen Veal and Terry Cooke inspecting Kittyhawk bits.



Sign over squadron ops desk - "If something hasn't broken on your helicopter, it's about to."

09 October 2008

In a busy few months in the Top End since the August edition of "Diaries", we've had several highlights. Immediate Past President of the Aviation Historical Society of the N.T. Peter Radtke accepted the handover of the restored RAAF Darwin water tower/control tower from Group Captain Peter Viggers RAAF on 3 October 2008 (see notes elsewhere in this issue). Note the elegant Territory-sized lectern in the attached photo! You'll also find some notes on the Kittyhawk delivery to the AHS N.T. site elsewhere.

Down at Coomalie we've unearthed another burial site of what we initially thought were Beau-fighter parts, but not so. Part numbers identified so far are of the "L98XXX" type, which means (DH)98 to us, or Mosquito. There's plenty more excavating to do yet, so we'll keep a lookout for Beau and P38 bits in the future. That's after repairing the old dozer; the reason for a loss of engine power became obvious when a rod came through the side of the block.

Other productive activities have included some clearing work on the former Birdum airstrip, and on a disused spur line from the old Adelaide River railway station. Here access has been improved to one of the WW2 blast-proof shelters at the former Snake Creek Munitions Depot. Don't forget to stop off at the old railway station at Adelaide River if you're up our way; it's now the town Museum and contains a wealth of local information. And don't miss the peace and beauty of the Adelaide River war cemetery, of course.

Richard Luxton (with TRB)

Left two:

Mossie bits from the latest excavation, awaiting identification by MAAA members.

Below:

An ammunition blast shelter at the Snake Creek Munitions Depot, Adelaide River N.T.



Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it."

Mosquito NF Mk 2—by Brian Fillery

Description:	Night Fighter derived from F Mk 2.	Wing Span:	54ft 2ins (16.45m)
Engines:	Merlin 21, 22 23	Wing Area:	436.3sq ft (40.58sq m)
Length:	41ft 2ins (12.5m)	Speed:	370mph (596km/h) max
Height:	15ft 3ins (4.65m)		265mph (427km/h) cruising
Fuel:	547 gallons (2,486 litres)	Bomb Load:	None
Ceiling:	36,000ft (10,974m)	Weapons:	4 x 20mm British Hispano cannon 4 x 0.303in (7.7mm) Browning machine guns
Max Range:	3,340 miles (5,375km)		



Notes: An F Mk2 fitted with AI Mk IV radar. Initially painted with RD2 matt black paint which slowed aircraft by 15-25mph (24-40km/h). Then with smooth matt black and finally with mottled camouflage.

NB: Mosquito data from various sources is often contradictory.

Obituary to Common Sense

London Times Obituary of the late Mr. Common Sense.

(Interesting and sadly very true.)

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape.

He will be remembered as

having cultivated such valuable lessons as:

Knowing when to come in out of the rain; why the early bird gets the worm; Life isn't always fair; and maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strate-

gies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after

(Continued on page 18)

Progress in the airline industry: now a flight attendant can get a pilot pregnant.

Christmas at Coomalie

From an article entitled "Quiet Night In Coomalie" by Keith Murray that appeared in a Perth newspaper in 2000 or thereabouts.

"Wartime puts Christmas in special perspective as Keith remembers the celebrations and reflections of an air reconnaissance squadron in the Northern Territory.

CHRISTMAS morning 1944:

Perspiration pours from me as I sit in shorts only, typing an operations report.

It rained about half an hour ago — the "wet" is with us. Now the sun shines and the Territory turns on its own special brand of Turkish bath.

I curse the wogs and the decrepit typewriter rusted after a wet season up here. Why must the "shiny pants" over at headquarters want photos and visual reports of Japanese shipping in the South China Sea the day before Christmas?

I suppose they'll want another op today and so for an unlucky

few curtail their long-anticipated squadron celebrations.

So my thoughts ran 56 years ago when stationed with No 87 Photographic Reconnaissance Squadron at Coomalie Creek in the Northern Territory, 96km south of Darwin.



1944 Christmas lunch in the mess, with Officers waiting on the men. 87 PR Squadron, RAAF. Location: Coomalie Creek, NT.

Airspeed, altitude and brains. Two are always needed to successfully complete the flight.

Christmas at Coomalie—contd

The squadron had been based at the airstrip alongside the main road to Darwin for two years, but since then the Japanese had been retreating and we were all eager to move farther north into the islands, partly because we were tired of this secluded neck of the woods but mostly because we would be nearer our targets.

Due to the great distance from Japanese-held territory, increasing strain was being placed on men and those clean-cut, sleek Mosquitoes having to fly at least 2000km and sometimes as far as 4500km to reach their objective. On these long hauls the pilot sat for eight or nine hours in the one position, the only parts of his body permitted movement by the confined space being his legs and arms, for only a short distance.

The navigator, behind the pilot, was little better off in his cramped compartment surrounded by charts, radio equipment and oxygen apparatus.

I remember one pilot who was unable to stretch his legs more than centimetres — Flt-Lt Tim Langridge. He was more than 1.8m tall. How he passed out of OTU

with such a height to fly Mosquitoes I don't know.

We were a happy unit, perhaps because our numbers were so small, our work interesting and the officers were men born to be leaders who had proved themselves in other theatres of war, including the Battle of Britain, before being chosen for this important job. The seven pilots were highly decorated including three DFCs, two with a bar, one AFC and other miscellaneous gongs.



Coomalie Creek CO Sqn Leader Herb Gamble

The day I arrived at the unit, fresh from down south, I noticed half a dozen men stripped to the waist swinging crowbars and shovels building a new mess hut. They were some of the officers and the little chap shovelling cement and stone into the mixer was the commanding officer. With such officers it is no wonder every man on the unit was willing to work day and night, as we often did during the dry season when flying conditions were favourable.

For weeks we had been hoarding our two-bottle weekly issue of beer and the CO Sqn Leader Herbie Gamble, had promised us a real Christmas "do". As usual he had kept his word as I discovered on my early rounds of the cookhouse before church parade. I had found the cooks busy preparing wild ducks, turkey, fruit salad and even savouries.

For men accustomed to tinned beans, diced carrots and other not-so delicacies, this was to be a royal banquet.

Approaching the meal hour the camp was a hive of activity, boots were cleaned, whiskers removed and spirits rose. The meal bell rang and Christmas dinner was on.

Mankind has a perfect record in aviation; we never left one up there!

Christmas at Coomalie—contd



ried
on

YET TO VERIFY THIS IS 1944 Christmas lunch, AND WHICH MESS ? 87 PR Squadron, RAAF. Location: Coomalie Creek, NT.

This was the airman's day, the officers and senior NCOs waited on table, relieved the guards on the landing strip and the aircraft bomb bays so they could be in the fun and saw to it that all had a good time.

Ferns, streamers and flags decorated the mess walls and rafters while the tables, in the absence of flowers, were adorned with ice-cold bottles straight from the canteen's kerosene refrigerator. As the meal progressed aid much laughter and banter between the diners and the "stewards" for the day, the CO stood up on a stool and addressed the squadron.

After many interjections of

'Why Was He Born Se Beautiful?' and 'Your Comrades Don't Believe You', he thanked the unit for their loyal support and on behalf of the officers and senior NCOs wished them all a Happy Christmas.

In the laughter and fun of the day the heat was forgotten. Soon the voices of men raised in song of Christmastide could be heard coming from the camouflaged mess hut among the trees and I noticed on the faces of many as they sang that the laughter died briefly and was replaced by the wistfulness of men remembering other Christmases at home.

After lunch the camp was quiet. The more fortunate of us slept except for a few who car-

their celebrations and Sqn Leader Kim Bonython AFC, who at intervals cranked his portable gramophone and filled the tents in his vicinity with musical selections ranging from Beethoven to Benny Goodman.

Even though my tent was only 25m away I slept, having long since become accustomed to the gramophone.

I had even acquired one myself. Rivalry waxed keen and ears were abused when our record-playing times clashed. I noticed, however, that whenever this did happen, the public address system — controlled from the orderly room — would strike up, compelling both of us to bow to its superi-

There is no reason to fly through a thunderstorm in peacetime.

Christmas at Coomalie—contd

or volume. I have often wondered if it was coincidental but I feel sure it was the intent of the orderly room staff to gain harmony by might of sound.

Later that afternoon, the officers and NCOs challenged the airmen to a football match. I do not remember the scores or who won but I do remember a signal coming through for two

The engine checks were accompanied by colourful language from maintenance sergeant "Bomber" Lancaster, whose usual rejoinder could be heard to concerned aircrew poking around their aircraft: "Don't fret. She'll fly you'll find".

Four men would soon be speeding over vast ocean expanses at altitudes where per-

they carried neither armour plating nor weapons, only their side arms which were part of their jungle survival kit in case of forced landings.

So the camp was quiet that night while on the strip more than a kilometre away the duty crew made final preparations for the early morning take-off.



1944 Christmas lunch in the mess, with Officers waiting on the men. L to R: Back row- F/O T. Baird, ?, ?, ?, F/O D. Bradbury, F/O R. Bradshaw (c/o J. Jordan). Center row -?, D. Morris, R. Nicholas, ?, ?, ?. Front row -J. Darker, R. Vassie, ?. 87 PR Squadron, RAAF. Location: Coomalie Creek, NT.

crews to report for briefing at area headquarters.

They were to take off at 5am next day; kites to be refuelled; last-minute engine checks; early calls and breakfast arranged; loaded cameras fitted in the aircraft.

spiration would freeze, where oxygen had to be used and consequently where flagging senses must be whipped to do a job where not even the smallest percentage of error was permissible. Perhaps they would be dodging flack and Zeros with only their superior speed to make them safe, for

Christmas 1944 was over — there was still a job to be done — "Curse this rotten humidity ... it's raining again ... damn it there's a mosquito under my net ... how much longer will I be up here? ... what of Christmas 1945?"



Any ship can be a minesweeper. Once.

Historical Article

The MAAA Historian David Devenish has sent along this article he recently came across that is quite interesting considering the other article "Christmas in Coomalie" was set at the end of 1944.

David is always on the lookout for articles, photos, stories—please contact him if you have any information about 87 Squadron and Mossies.

Now that we have a copy of 87 Squadron "Monthly Operations Records", I would like to add a little background to the Christmas article or 'set the scene' from the Dec 1944 report.

The following is a summary and quotes I have made from this report by CO Herb Gamble.

1. Postings FO Alan Davies arrived 2nd Dec 1944
2. Change of command On 20th Dec 1944, S/L Gamble took over command from S/L A.S. Hermes.
3. Strength 26 officers and 149 airmen plus 23 attached.
4. Flying times Mosquito 110hrs, Wirraway 25hrs.
5. Operations Dues to unfavorable weather conditions our operational activities were considerably less than last month. (Details of missions, failures etc omitted). One Mosquito and one Wirraway engaged in search for a missing B25.
6. Aircraft Our aircraft serviceability at 43% is not very satisfactory

mostly due to inability to obtain A.O.C. spares. Although we received another Mosquito A52-26 on the 6th Dec, we seldom had more than 2 aircraft serviceable at any one time. A52-2 and A52-7 were available for bulk of the work.

The two Hudson's attached from Survey Flight were detached from this Squadron at the end of Nov and left on the 1st of Dec.

7. Photography This month is probably the quietest the photographic section has so far experienced, 675 exposures + 2050 prints were made. In addition, 2915 prints were completed of target maps and other ground objects.
8. Welfare Our most outstanding function this month of course has been the Christmas festivities. Extra supplementary allowance and the welfare account provided the money to purchase 331 lbs turkey, 50 lb chicken, 46 lb ham plus Christmas puddings and other accessories, and so provided the basis for a very successful Christmas dinner.

Each airmen was provided

with a free bottle of beer for dinner, the beer being largely the gift of our ex Commanding officer S/L Stuart Hermes. The officers and senior NCO's acted as stewards for the occasion.

A true Christmas spirit prevailed not only at this function but throughout the entire Christmas period and the relations between ranks, always very cordial in this unit, may be said to have been further enhanced during this period.

The unit has now combined with MRS to form a football team to play in the Coomalie- Batchelor Association. They won both matches so far against NWA and 12 A.R.D. The cricket team won by 7 runs against NWA guards. Transport was provided for airmen to visit pictures at NWA and Sunday picnics and sporting activities.

signed by CO Herb Gamble
87 PR Squadron,
RAAF, Darwin NT.

"Aim towards the Enemy." - Instruction printed on US Rocket Launcher

Flights of History by Brian Fillery—Part 3

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 third part with the rest appearing in later editions.

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

- 1910 "Emil Aubrun makes first successful night flights, Argentina."
"First pilot's licence in UK to Moore Brabazon, in France to Elise Deroche."
"First(?) seaplane take-off, France (Mar)."
"C S Rolls flies English Channel and return non-stop (Jun), becomes first English air fatality (Jul) when his plane crashes."
First France-England airship flight.
Army's Beta airship with 35 hp (26 kw) engine makes 7 hr 45 min flight.
"First recorded mid-air collision of 2 aircraft, Milan, Italy."
Ernest Willows flies his airship with 35 hp (26 kw) engine 140 miles (225 km) Cardiff-London in 10 hours.
"Eugene B Ely pilots first aircraft to take-off from a modified ship, the cruiser Birmingham, US (Nov)."
"Certified pilots - France 353, England 57, Germany 46, Italy 32, Belgium 27, US 26, Austria 19, Holland 6, Switzerland 6, Denmark 3, Spain 2, Sweden 1."
""We do not consider that aeroplanes will be of any possible use for war purposes."" - UK Secretary of State."
- 1911 "Eugene B Ely lands and takes off on modified cruiser Pennsylvania, US (Jan)."
"Brigantine Cavalmarino converted to balloon ship, Italy."
Frenchman Pierre Prier makes first non-stop flight London-Paris 3 hrs 56 mins (Apr).
"Italians use aircraft to view Turkish lines (Aug), for gunnery spotting, dropping bombs (Nov), Turks use anti-aircraft guns."
Harriet Quimby is first US licensed woman pilot and 2nd in world.
Orville Wright's world glider record 9 mins 45 secs.
First commercial freight flight in UK (Shoreham to Hove) carrying box of electric lamps for General Electric.
UK and US have official airmail flights using Blériot monoplanes.
Claude Grahame-White sets up Hendon Aerodrome.
""Aeroplanes are interesting toys but of no military value."" - General Ferdinand Foch, France."
- 1912 "Albert Berry makes first parachute jump from plane, US (Mar)."
First non-stop flight Paris-London.
Glen Curtiss flies first(?) US hydroaeroplane (seaplane).
Harriet Quimby (US) is first woman to fly English Channel (Apr).
Parachute jump from Eiffel Tower fails.
Royal Flying Corps (Apr) and Royal Naval Air Service formed.
London-Paris airmail service (Aug).
First aeroplane take-off from moving ship.
"Italo-Turkish War, armoured cars used, aircraft bomb Turks at night."
Sopwith Aviation Co.
"First seaplane carrier (converted repair ship), France."
Army's Delta airship flies at 44 mph (32.8 km/h).
"First bomb designed for aircraft dropping, Germany."
First recorded bird strike on an aircraft.
"First catapult launch of aircraft from ship, US."
"Eiffel's wind tunnel, France."
"Sperry's aircraft automatic pilot, US."
""The fight for the supremacy of the air in future wars will be the first and greatest importance..."" - Capt Murray Sueter, RN.
Air speed record 100.21 mph (161.27 km/h).
- 1913 Blériot loops the loop in aircraft.
"First modern four engined aircraft is Igor Sikorsky's La Grand, Russia."
"First passenger aircraft with a toilet is Sikorsky's Russky Vitiav, Russia."
Arctic expedition is last to be unsupported by radio or airplane.

You know that your landing gear is up and locked when it takes full power to taxi to the terminal.

Flights of History by Brian Fillery—Part 3 (contd)

- "Army's Beta airship with 45 hp (33.5 kw) engine takes Edward, Prince of Wales, on joy-flight."
- Anton Fokker (Holland) starts aircraft factory in Germany.
- HMS Hermes converted for sea-planes (sunk by Japanese aircraft off Ceylon 1942).
- John Dunne's D8 V-wing aircraft flies Eastbourne-Paris.
- "French aviator Jules Vedrines makes first successful rooftop landing, Paris."
- French aviator Pegoud flies upside-down at Brooklands.
- "Airship L 1 crashes, 20 die, 6 survive, Germany (Sep)."
- Frenchman Roland Garros flies Mediterranean from St Raphael to Bizerte 453 miles (729 km) in 7 hours 53 mins (Sep).
- "Airship LZ 18 crashes, 28 die, Germany (Oct)."
- "Daily Mail newspaper offers £10,000 prize for first nonstop trans-Atlantic plane flight."
- Winston Churchill coins word 'seaplane'.
- ""Aviation is fine as a sport... as a weapon of war, it is useless."" - French General Ferdinand Foch."
- 1914 "Army disbands it's Airship Section, the airships Beta, Gamma, Delta and Eta go to Navy."
- German pilot Bohm remains airborne for 24 1/2 hours.
- First parachute drop from aeroplane in UK.
- "At start of WWI Germany has over 600 military aircraft (including 25 Zeppelins), UK has 179, France about 600 (Aug)."
- First aircraft shot down by another aircraft.
- German plane drops 2 light bombs on Paris.
- Russia has first woman military pilot (she survives war).
- "German reconnaissance aircraft shot down in France, pilot and observer are first airmen to die in battle (Oct)."
- First attempt by German sea-planes and Zeppelins to bomb British warships fails.
- "First air attack on UK, Dover (Dec)."
- First UK purpose-built aircraft carrier HMS Ark Royal.
- Sopwith Pup aircraft costs £710 18s and £620 for engine.
- 1915 "First Zeppelin raid on England, King's Lynn and Yarmouth bombed, 20 die (Jan)."
- "First Zeppelin raid on London (Jun, in 55 night raids, 557 die, 1,358 injured)"
- "First aircraft, Zeppelin, caught and held in searchlight."
- Reginald Warneford shoots down first Zeppelin over Belgium.
- "First successful aircraft torpedo attack on naval ship, Dardanelles."
- Major L Hawker gets VC for forcing down 3 machine-gun armed 2 seater enemy planes using a single-shot carbine.
- First voluntary aeronautical spin by J C Brooke.
- First carrier deck take-off by wheeled aircraft from HMS Vindex.
- Due to lack of airships for anti-submarine work SS type airships (Blimps) are made using the BE 2C aircraft fuselage and engine.
- "German Junkers J1, first all-metal aircraft (Dec)."
- 1916 Zeppelins bomb Paris (Jan).
- "Air launch of Bristol Scout from Porte Baby airship, UK."
- "Leefe Robinson shoots down first Zeppelin over London, gets VC."
- "Hewitt-Sperry radio-guided flying bomb with 10 hp (29.75 kw) engine and 308 lb (140 kg) warhead, US."
- French submarine sunk by Austrian flying boat.
- "Frederick Kolster's radio direction finder, US (Dec)."
- 1917 "German Gotha bombers bomb Folkestone, 95 die, 195 injured."
- First UK unit trained for night flying.
- "Elmer Sperry's gyroscopic aircraft turn indicator, US."
- "First deck landing on moving ship, E H Dunning lands Sopwith Pup on HMS Furious."
- Germans bomb London.
- "German 88 mm (3.46 in) artillery, anti-aircraft gun (later anti-tank gun)."
- "Graf Zeppelin built, Germany (to 1936)."
- 1918 "'Red Baron', von Richtofen killed (Apr)."
- Royal Flying Corps and Royal Naval Air Service renamed Royal Air Force (Apr).
- Women's Royal Air Force (WRAF).

(Continued on page 16)

The only time you have too much fuel is when you're on fire.

Flights of History by Brian Fillery—Part 3 (contd)

(Continued from page 15)

- First true aircraft carrier HMS Argus.
 "Last Zeppelin raid on England (22 are shot down, 22 lost to accident during war)."
- 1919 "Convention Relating to the Regulation of Aerial Navigation' recognises national sovereignty over air space, Paris (amended for International Civil Aviation 1944)."
 Air passenger service Paris-Brussels.
 US Curtiss NC-4 flying boat crosses Atlantic in 3 stages taking 44 hours.
 "John Alcock and Arthur Brown fly Atlantic non-stop, 16 hours 27 minutes, in Vickers Vimy bomber winning Daily Mail prize of £10,000 (Jun)."
 Air Ministry legalises commercial flying.
 British R34 makes first Atlantic airship crossing (Jul) Scotland-New York (108 hrs 12 mins) and return New York-Norfolk (75 hrs 3 mins).
 "Farman Goliath first long-distance passenger airliner, daily air service London- Paris with 10 passengers, single fare £15 15s (Aug)."
 First US International air mail service.
 "Baroness Raymonde de Laroche's womens aircraft altitude record of 16,896 ft (5,150 m)."
 Fokker starts Dutch aircraft factory.
 "Dutch KLM, world's oldest existing airline (Oct)."
 "Ross and Keith Smith fly England-Australia, 135 hrs (Dec)."
- 1920 Static-line parachute.
 "QANTAS (Queensland and Northern Territories Aerial Services Ltd), oldest existing airline in English-speaking world."
- 1921 "Helicopter flight, France (Feb)."
 "UK airship R-38 explodes during trials, 43 die, 5 survive, Hull (Aug)."
 ""To throw bombs from an airplane will do as much damage as throwing bags of flour. It will be my pleasure to stand on the bridge of any ship while it is attacked by airplanes."" - Newton Baker, US Minister of Defence."
- 1922 "Italian airship Roma crashes, 34 die, 11 survive, US (Feb)."
 "First civil airliner crash, France, all 7 die."
 First skywriting in UK.
- "First glider flight exceeding 1 hour, Germany."
 "First parachute escape from crippled plane, US."
 "International gliding meeting, Sussex, flight of 3 hrs 21 mins made."
 "First regular airmail service, Japan."
 Japan's first purpose-built aircraft carrier Hosho (or Hosyo).
 Air speed record 205.20 mph (330.23 km/h).
 "Amelia Earhart's US womens altitude record 13,999 ft (4,267 m)."
- 1923 New York-San Diego flight 26 hrs 50 mins (May).
 "First autogyro (C4) flown by Cierva, Spain."
 US uses ex-army aircraft as crop dusters.
 "First mid-air refuelling of aircraft, US."
 Fleet Air Arm.
 "French airship Dixmunde disappears over Mediterranean, 53 die (Dec)."
 "Six balloonists die when lightning hits balloons during race, Brussels (Dec)."
- 1924 Imperial Airways (Mar).
 "Conceptual studies for manned orbital spacecraft, Russia."
 "Aircraft launched from ship by explosive-powered catapult, US"
 3 US aircraft make round world flight in 5 months 22 days (Sep).
 "Croydon air disaster, 8 die (Dec)."
- 1925 "Robert Goddard launches first liquid fuelled rocket, in 2.5 seconds it goes to 184 ft (64 m) at 60 mph (97 km/h), US."
 Roald Amundsen (Norway) with two Dornier Wal flying boats gets to within 150 miles (241.5 km) of North Pole.
 de Havilland DH60 Moth costs £595.
 "US airship Shenandoah breaks up in storm, 14 die, US (Nov)."
- 1926 "Robert Goddard's first successful petrol/liquid oxygen rocket, US (Mar)"
 Richard Byrd (US) flies Fokker triplane over North Pole and 3 days later Roald Amundsen (Norway) and Umberto Nobile (Italy) fly airship over N Pole from Spitzbergen to Alsaka (May).

... to be continued in the next Bulletin.

If the enemy is in range, so are you.

Vale

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

Peggie, John Bruce of Nunawading, Victoria

Williams, Michael Charles of Blackmans Bay, Tasmania

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

New Members

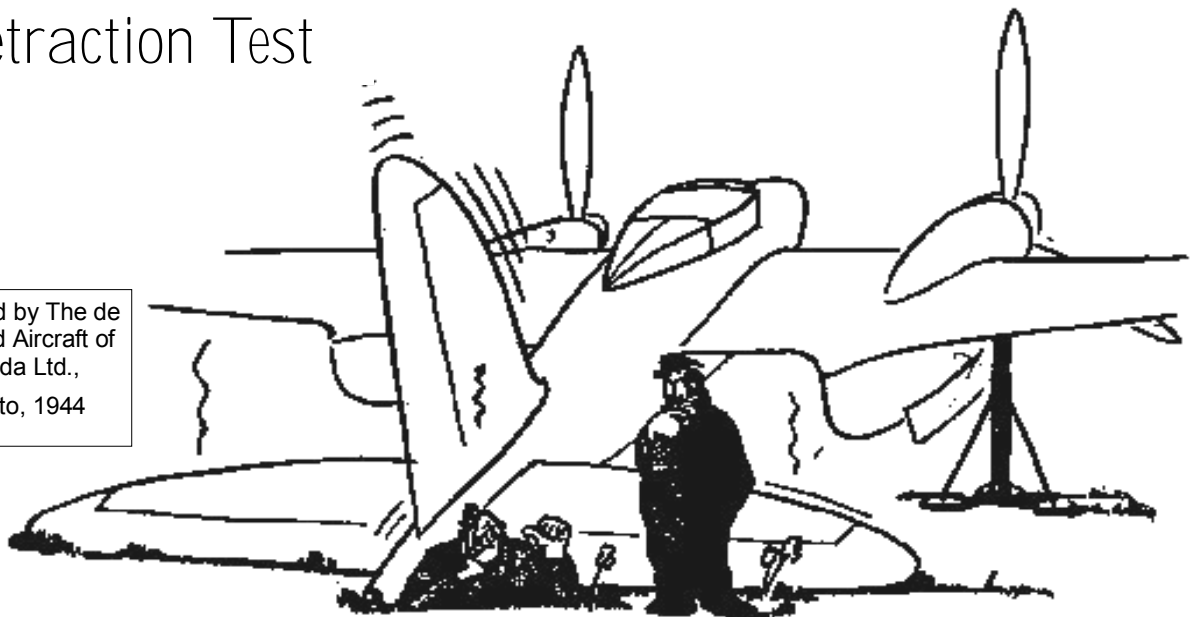
The Association is pleased to announce and welcome the following person who has joined us since the last Bulletin was published:

Douglas, Barry Gordon of Altona, Victoria

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

Retraction Test

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



I should possibly have mentioned, Aircraftsman Clot,
that we jack up the tail as well. How were you to know?

Tracers work both ways.

Obituary to Common Sense

(Continued from page 8)

lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer sun lotion or an Aspirin to a student; but could not inform

parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims. Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her

lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death by his parents, Truth and Trust; his wife, Discretion; his daughter, Responsibility; and his son, Reason. He is survived by his 4 step-brothers; I Know My Rights, I Want It Now, Someone Else Is To Blame, and I'm A Victim.

Not many attended his funeral because so few realized he was gone. If you still remember him, pass this on. If not, join the majority and do nothing.

Christmas Presents

Looking for that slightly different Christmas present?

The MAAA has a small list of items that would be appreciated by airmen, old and new, as well as interested hobbyists and onlookers.

The MAAA Merchandise list has been enclosed -

Note: Orders to be in by 4th November 2008 !!!

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When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.