The Aussie Mossie

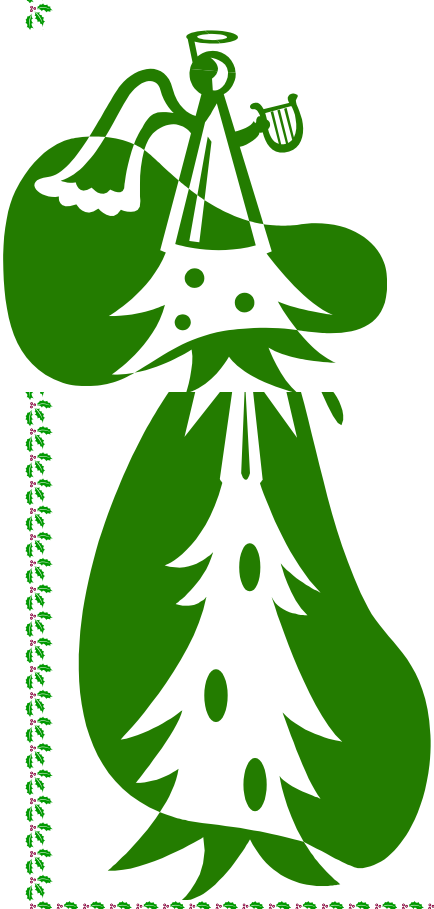
Have a Great Festive Season from the MAAA

The Mosquito Association of Australia wishes all its members and readers a Very Merry Christmas and a Happy and Prosperous New Year.

Many thanks to all the volunteers (MAAA, Museum Staff and Friends of the Museum) for their time and effort in moving A52-600 closer to restoration closure during the past year and to all those members who continue to support the Association both morally and financially.

A Christmas Story explained…

When four of Santa's elves got sick, the trainee elves did not produce toys as fast as the regular ones, and Santa began to feel the pre-Christmas pressure. Then Mrs Claus told Santa her Mother was coming to visit, which stressed Santa even more.



When he went to harness the reindeer, he found that three of them were about to give birth and two others had jumped the fence and were out, Heaven knows where.

Then when he began to load the sleigh, one of the floorboards cracked, the toy bag fell to the ground and all the toys were scattered. Frustrated, Santa went in the house for a cup of apple cider and a shot of rum. When he went to the cupboard, he discovered the elves had drank all the cider and hidden the rum. In his frustration, he accidentally dropped the cider jug, and it broke into hundreds of little glass pieces all over the kitchen floor.

He went to get the broom and found the mice had eaten all the straw off the end of the broom. Just then the doorbell rang, and irritated Santa marched to the door, yanked it open, and there stood a little angel with a great big Christmas tree.

The angel said very cheerfully, 'Merry Christmas, Santa. Isn't this a lovely day? I have a beautiful tree for you. Where would you like me to stick it?'

The President's Log—by Alan Middleton OAM

As the years race away, the activities of MAAA continue to expand. Membership remains fairly static at around 200- spread throughout Australia and, in fact, throughout the world.

Although we report to a high degree on the progress of the restoration of A52-600 and 87 Squadron, this is largely due to the quietness of our Members who have information about the histories of other Squadrons and those who served in both Aircrew and Groundstaff.

Elsewhere in this Bulletin is a letter from a Member who served with No 1 Squadron which is included in the hope that others will be jolted out of their intrinsic lethargy and will also contribute their memoirs of the Mossie History before they fade and are lost.

The Obituary of Squadron Leader Ern Dunkley, DFC, is included in this Bulletin. Ern was a very early Member of MAAA and we sincerely regret his passing. He was one of the Heroes of the Mosquito world and part of the history our Association was founded to honour. We will remember him.

Member Richard Luxton, owner of Coomalie Creek, has recently been elected President of the Aviation Historical Society of the Northern Territory. Richard is a tremendous supporter of our Association and of the preservation of so much of the aviation history of Northern Territory.

Our congratulations go to Richard and we know his contribution to Aviation History will be of tremendous value.

Wng Cmdr Rick Keir AM , Commanding Officer of 87 Squadron, at Edinburgh SA has been posted to Canberra as Director of the Air Power Development Centre as from early January 2009, with promotion to Group Captain.

From the re-establishment of 87, Rick has been very close and helpful to MAAA and I know the bonds which have been forged will continue. Rick has been instrumental in producing a History of 87 and has presented a copy to us.

A very comprehensive publication which will be held in high regard. Thank you Rick for your friendship, support and understanding of our endeavours. You take with you our congratulations on your promotion and every good wish in your new role which we know you will discharge with the same efficiency which has marked your command of 87.

The newly appointed CO of 87 is Wing Commander Richard Trotman-Dickenson to whom we extend the hand of friendship of MAAA with our assurance of our continuing support whenever we are able. We also tender our congratulations to him on his new appointment.

The expansion of our photo archives by David Devenish and our Website by Don Taylor continues at an amazing rate.

While David has been concentrated on 87, he has a reserve of photos from other areas which will be dealt with in due course and he will welcome all contributions.

Our Website by Don is being enthusiastically consulted and Don has received requests for information from far and wide. The time and dedication these two Members apply to their chosen tasks are tremendous and on your behalf I thank them.

This being the last Bulletin for 2008, I wish all Members and Families a Merry Xmas and best wishes for the future and the thanks of your Committee for your continuing support.

Regards
Alan Middleton

If you take an Oriental person and spin him around several times, does he become disoriented?

MAAA Web Site Update—by Don Taylor

Over recent months there have been a quite a few changes made to the Website, why not have a look on:

www.aussiemossie.asn.au ?

The main changes have been the addition of the Survivors Gallery showing pictures of the surviving Mosquito aircraft. These are not easy to collect so if any of the readers have pictures taken of Mosquitos seen around the world I would love to view them to add to the site. I am particularly keen to add pictures that have not previously been seen.

Probably the biggest change is the addition of a "Bulletins" page with links to previous Bulletins more than a year old.

Bulletins less than a year old will be available through the website but you get the web address via email sent out by the Editor of this Bulletin.

There will not be a link available on any web the page itself. This is to keep the current Bulletins available for Members only. In time more Bulletins will be added until the full collection is available. So keep an eye on the site. Remember to refresh the page to ensure you are seeing the latest version.

Other changes are:

- Further models in the "Mossie Specs" section;
- Update of the "Restoration" page;
- The usual correction of the seemingly unavoidable spelling errors.

Coming changes:

- Addition of more past Bulletins;
- More Pictures in the galleries collected by our archivist David Devenish;
- Further updates on the "Restoration" ;
- More "Mossie Specs".

Lastly, I would like to appeal to members for more unique content. Things I would like to include are:

- "Mossie Missions" first hand stories from Mosquito aircrew, in particular from No 1 Squadron, they don't have to be operation flights but anything unique;
- "Squadron Life" first hand stories from ground crew of what they got up to, to "keep 'em flying" and to pass the time;
- Squadron History – expand on the current brief unit history.

With your help we can make the site a very informative and historically correct account of Mosquitos.

If people from Poland are called Poles, why aren't people from Holland called Holes?

In and around the RAAF Museum—Project 2014

Two long-term volunteers at the RAAF Museum, Point Cook, conceived Project 2014 as an important contribution to honour the Centenary of military aviation in Australia. Geoff Matthews and Ron Gretton, both Life Members of the Friends of the RAAF Museum and members of the Mosquito Aircraft Association of Australia, started planning the project more than two years ago, with completion expected by 2011. They're building a flying replica of a military type Bristol Boxkite, the first aircraft to fly at Point Cook on 1 March 1914 with the Australian Army.

Ron Gretton in the background, Rotec engine foreground.

Starting with a tremendous amount of knowledge and experience built up over many years, Geoff and Ron began assembling what information was available on the technical aspects of the aircraft, soon finding much of it pretty sketchy. The Shuttleworth Col-

Timber components clamped in position to form a sub-assembly.

Metal and timber components await assembly. All welding carried out to aircraft standards.

If a pig loses its voice, is it disgruntled?

—by TRB

lection has a civilian version of the Boxkite on display in the U.K, which has a shorter wingspan than the military type. This type of aircraft was flown in the making of the movie "Those Magnificent Men in their Flying Machines", so those with long memories will get the picture (sorry about that).

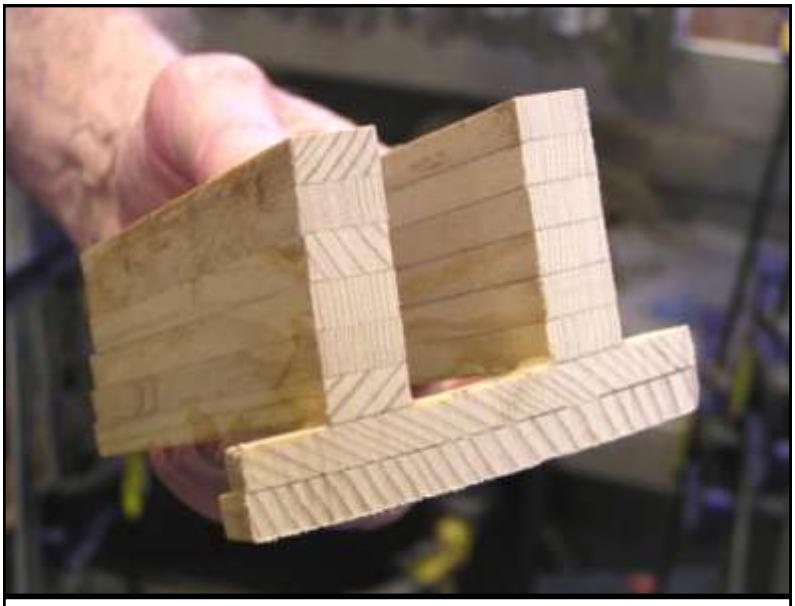
Much of the timber structure is Canadian Sitka spruce as per the original, and similar care has been taken to use as much other original material as possible.
The aileron structural assemblies were completed in late November, with most other wing and fuselage structure due for completion by early to mid-2009. After that, fabric covering, surface treatments and final assembly will start as soon as space can be made available.

Ron once again, behind the form block used for shaping steamed timber components

You'll get some idea of the complexity and number of bits and pieces from the photos, we'll keep you posted on progress in future issues, and yes, this will be a flying replica. So, on one fine, still morning in two or three years' time…….TRB

Two steam-formed members glued together, with a further laminated rib glued on.

Many drawings were produced from scratch, using old sketches and photos as a guide. The aircraft will be a faithful replica, with a few minor differences. For example the original engines can no longer be sourced, so a Melbourne designed and built Rotec seven cylinder radial engine producing around 120bhp (compared with the original's 100bhp approx.) has been acquired/donated. Financial assistance for other items such as wheels, tyres etc. have been greatly accepted.



An offcut of a completed member similar to that shown opposite, except with two ribs. The timber is Sitka spruce, and the glues are 2-part 'West' system epoxy.

Do infants enjoy infancy as much as adults enjoy adultery?

In and around the RAAF Museum: The Weekday Volunteers—by TRB

Many of the MAAA members only get to the RAAF Museum on the first and third Sundays of each month, and rarely meet the Weekday Volunteers.

Their efforts are considerable, and highly valued.

We're fast running out of time and space this issue, but here's a brief list of some of their names and tasks, which will be expanded on next year.

John Williams and Ian Archer:
Strip, inspect, repair and reassemble hydraulic rams for the undercarriage extension mechanism, plus other undercarriage components.

John Van Ballekom:
Main undercarriage doors, hydraulic oil tank filters, tube fittings etc.

Tom Boon:
Scrivet rods etc.

Kevin Williams:
Flap hinge brackets and struts, axle fittings for the main undercarriage (these have been machined from scratch).

Brian Guad:
Dingy stowage bag, tool bag etc. (also made from scratch).

Tony Perez:
Refurbish acrylic (Perspex) panels for the cockpit canopy etc.

Noel Fenton:
Wiring looms (all new wiring, restored connectors etc)

Michael Webb:
Main wheels, cabin heater assembly.

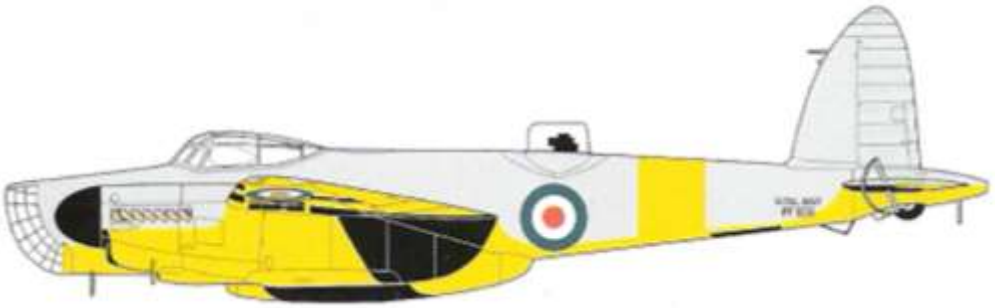
Thanks to all of the above (and to those I've missed), plus the many others who chip in when required. It's a pleasure to work with a group of people who really want to be there.

And finally, best wishes to all members, friends and families for a joyful and peaceful Christmas and New Year. See you in 2009.

Why is a person who plays the piano called a pianist but a person who drives a racing car not called a racist?

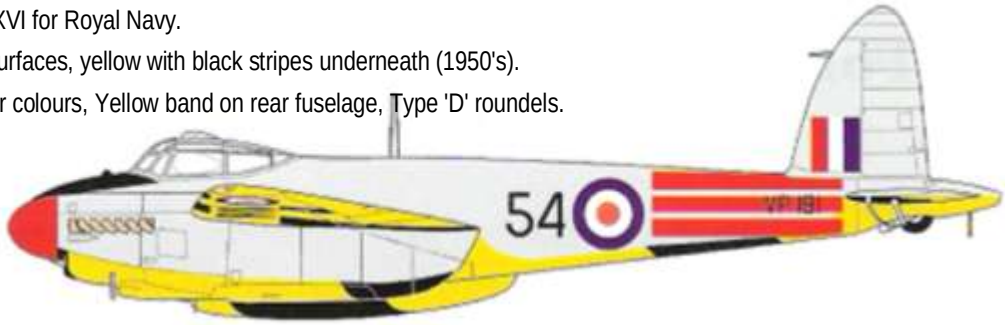
Mosquito TT Mk 39 and TT Mk 35—by Brian Fillery

TT Mk 39.



Description:	Target Tug
Engines:	Merlin 72/73
Length:	43ft 4ins (13.2m)
Weight:	15,980lbs (7,248kg) tare 21,500lbs (9,752kg) normal loaded 23,000lbs (10,432kg) max overload
Speeds:	279mph (449kph) with 32ft (9.7m) span target. 292mph (469kph) with 16ft (4.8m) span target. 283mph (455kph) with M3 sleeve target. 300mph (482kph) with M4 sleeve target.
Notes:	Conversion of Mk XVI for Royal Navy. Aluminium upper surfaces, yellow with black stripes underneath (1950's). No Sqdn insignia or colours, Yellow band on rear fuselage, Type 'D' roundels.

TT Mk 35.



Description:	Target Tug
Engines:	Merlin 113A/114A
Notes:	Conversion of B Mk 35. Internal winch. Aluminium upper surfaces, yellow with black stripes underneath (1960's). Many 8 inch (20cm) Dayglo stripes on fuselage and upper wing surfaces. Large individual aircraft code in front of roundel.

NB: Mosquito data from various sources is often contradictory.

Bits and pieces: 24 November 2008—by TRB

How many members and readers have seen our RAAF aircraft operating in unusual or out-of-the-way places? If you have any titbits on this subject, please drop us a line at the "Aussie Mossie", we'd like to share them around. This question was prompted by sighting a pair of PC9's a couple of weeks ago. My wife (Pat) and I were camped in a fishing shack miles (yep, I am that old) from anywhere near Streaky Bay, S.A. when two crews entertained us with their line astern progress up the coast towards Ceduna. Flying "below 2000", they seemed intent on entering each of the bays indenting the coast to the north of our camp. Two days later, the dose was repeated with a further pair of PC9's; most entertaining for us on the ground, and I reckon even more so from where they were sitting. Thanks guys (or girls). I'm sure many members would share the view that missions like these are as important a "show the flag" exercise (particularly in remote areas) as they are operationally.

TRB

If love is blind, why is lingerie so popular?

The Dakota has its wings clipped

'It groaned, it protested, it rattled, it ran hot, it ran cold, it ran rough, it staggered along on hot days and scared you half to death. 'Its wings flexed and twisted in a horrifying manner, it sank back to earth with a great sigh of relief. But it flew and it flew and it flew.'

This is the memorable description by Captain Len Morgan, a former pilot with Braniff Airways, of the unique challenge of flying a Douglas DC-3.

It's carried more passengers than any plane in history but—now the DC-3 has been grounded by EU health and safety rules.

The DC-3 served in World War II, Korea and Vietnam and was a favourite among pilots

For more than 70 years, the aircraft known through a variety of nicknames:
- the Doug, the Dizzy, Old Methuselah, the Gooney Bird, the Grand Old Lady
- but which to most of us is simply the Dakota has been the workhorse of the skies.

With its distinctive nose-up profile when on the ground and extraordinary capabilities in the air, it transformed passenger travel and served in just about every military conflict from World War II onwards.

Now the Douglas DC-3 - the most successful plane ever made, which first took to the skies just over 30 years after the Wright Brothers' historic first flight - is to carry passengers in Britain and the EU for the last time.

Their owner, Coventry-based Air Atlantique, has reluctantly decided it would be too expensive to fit the required emergency escape slides and weather radar systems required by new European rules for their 65-year-old planes, which served with the RAF during the war.

The end of the passenger-carrying Dakotas is a sad chapter in the story of the most remarkable aircraft ever built, surpassing all others in length of service, dependability and achievement.

It has been a luxury airliner, transport plane, bomber, fighter and flying hospital and introduced millions of people to the concept of air travel.

It has flown more miles, broken more records, carried more passengers and cargo, accumulated more flying time and performed more 'impossible' feats than any other plane in history, even in these days of super-jumbos that can circle the world non-stop.

Indeed, at one point, 90 per cent of the world's air traffic was operated by DC-3s.

More than 10,500 DC-3s have been built since the prototype was rolled out to astonished onlookers at Douglas's Santa Monica factory in 1935.

With its eagle beak, large square windows and sleek metal fuselage, it was luxurious beyond belief, in contrast to the wood-and-canvas bone shakers of the day, where passengers had to huddle under blankets against the cold.

Even in the 1930s, the early Dakotas had many of the comforts we take for granted today, like on-board loos and a galley that could prepare hot food. Early menus included wild rice pancakes with blueberry syrup, served on bone china with silver service.

For the first time, passengers were able to stand up and walk around while the plane was airborne.

But the design had one vital feature, ordered by pioneering aviator Charles Lindbergh, who was a director of TWA, which placed the first order for the plane. The DC-3 should always, Lindbergh directed, be able to fly on one engine.

Pilots have always loved it, not just because of its rugged reliability but because, with no computers on board, it is the epitome of 'flying by the seat of the pants'.

One aviator memorably described the Dakota as a 'collection of parts flying in loose formation', and most reckon they can land it pretty well on a postage stamp.

Captain Len Morgan says: 'The Dakota could lift virtually any load strapped to its back and carry it anywhere and in any weather safely.'

It is the very human scale of the plane that has so endeared it to successive generations.
With no pressurization in the cabin, it flies low and slow. And unlike modern jets, it's still possible to see the world go by from the cabin of a Dakota. As a former Pan Am stewardess puts it: 'From the windows you seldom look upon a flat, hazy, distant surface to the world.

'Instead, you see the features of the earth - curves of mountains, colours of lakes, cars moving on roads, ocean waves crashing on shores and cloud formations as a sea of popcorn and powder puffs.'

But it is for heroic feats in military service that the legendary plane is most distinguished.

It played a major role in the invasion of Sicily, the D-Day landings, the Berlin Airlift and the Korean and Vietnam wars, performing astonishing feats along the way. When General Eisenhower was asked what he believed were the foundation stones for America's success in World War II he named the bulldozer, the jeep, the half-ton truck and the Dakota.

When the Burma Road was captured by the Japanese and the only way to send supplies into China was over the mountains at 19,000ft, the Chinese leader Chiang Kai-shek said: 'Give me 50 DC-3s and the Japs can have the Burma Road.'

In 1945 a Dakota broke the world record for a flight with an engine out of action, travelling for 1,100 miles from Pearl Harbour to San Diego, with just one propeller working.

Another in RNZAF service lost a wing after colliding mid-air with a Lockheed bomber. Defying all the rules of aerodynamics, and with only a stub remaining, the plane landed, literally, on a wing and a prayer at Whenuapai Airbase.

Once, a Dakota pilot carrying paratroops across the Channel to France heard an enormous bang. He went aft to find half the plane had been blown away, including part of the rudder. With engines still turning, he managed to skim the wave-tops before finally

Why are a wise man and a wise guy opposites?

making it to safety.

Another wartime Dakota was rammed by a Japanese fighter that fell to earth, while the American crew returned home in their severely damaged—but still airborne - plane and were given the distinction of 'downing an enemy aircraft'.

Another DC-3 was peppered with 3,000 bullets in the wings and fuselage by Japanese fighters. It made it back to base, was repaired with canvas patches and glue and then sent back into the air.

Douglas Dakota DC-3 (G-ANAF) of the Air Atlantique Historic Flight at Hullavington Airfield, Wiltshire, England, taking off.

During the evacuation of Saigon in 1975, a Dakota crew managed to cram aboard 98 Vietnamese orphans, although the plane was supposed to carry no more than 30 passengers.

In addition to its rugged military service, it was the DC-3 which transformed commercial passenger flying in the post-war years. Easily converted to a passenger plane, it introduced the idea of affordable air travel to a world which had previously seen it as exclusively for the rich.

Flights across America could be completed in about 15 hours (with three stops for refuelling), compared with the previous reliance on short hops in commuter aircraft during the day and train travel overnight. It made the world a smaller place, gave people the opportunity for the first time to see previously inaccessible destinations and became a romantic symbol of travel.

The DC-3's record has not always been perfect. After the war, military-surplus Dakotas were cheap, often poorly maintained and pushed to the limit by their owners.

Accidents were frequent. One of the most tragic happened in 1962, when Zulu Bravo, a Channel Airways flight from Jersey, slammed into a hillside on the Isle of Wight in thick fog. All three crew died and nine of the 14 passengers, but the accident changed the course of aviation history.

The local radar, incredibly, had been switched off because it was a Sunday. The national air safety rules were changed to ensure it never happened again.

After their retirement, there will still be Dakotas flying in the farthest corners of the world, kept going with love, dedication and sheer ingenuity. Nearly three-quarters of a century after they first entered service, it's still possible to get a Dakota ride somewhere in the world.

Today, many DC-3s live on throughout-the world as crop-sprayers, surveillance patrols, air freighters in forgotten African states and even luxury executive transports.

One, owned by a Houston lumber company, had mink-covered doorknobs while another, belonging to a Texas rancher, had sofas and reclining chairs upholstered with the skins of unborn calves.

Clark Gable's private DC-3, which once ferried chums such as John and Bobby Kennedy, Marilyn Monroe, Frank Sinatra and Ronald Reagan, is in a theme park in San Marino.

But don't assume it won't run again. Some of the oldest hulks have been put back in the skies. The ancient piston engines are replaced by modern turboprops, and many a pilot of a modern jet has been astonished to find a Dakota alongside him on the climb away from the runway.

So what is the enduring secret of the DC-3?

David Egerton, professor of the history of science and technology at Imperial College, London, says we should rid our minds of the idea that the most recent inventions are always the best.

'The very fact that the DC-3 is still around, and performing a useful role in the world, is a powerful reminder that the latest and most expensive technology is not always the one that changes history,' he says.

It's long been an aviation axiom that 'the only replacement for the DC-3 is another DC-3'. So it's fortunate that at least some seem likely to be around for a very long time to come.

Why do overlook and oversee mean opposite things?

From the Mailbag

Letter to the Editor

31st Oct 2008

If possible, I would like to obtain a photograph of a No 1 Squadron Mosquito in flight, suitable for framing, the same as, or similar to, aircraft JNA on the Merchandise page recently received with the Association News. It would be appreciated if you could please advise me if any are available and where I could purchase one.

I was a member of No 1 Mosquito attack Squadron in WW2, and have been a long time member of the MAAA. In the years I have been a member of the Association, it has been somewhat disappointing to see little mention of No 1 Mosquito Squadron in all the Bulletins and other literature sent out. Any person with a non RAAF background could be forgiven for thinking that it is a No 87 Squadron/Coomalie Creek Association.

However, be that as it may, I will try and generate a bit of interest in No 1Squadron, although its impact on the war effort did not amount to much.

I have a photograph of "A" Flight ground crew which was taken on Labuan Island in 1945, with most of the of personnel involved. Shown in the photograph is at least four of the group who later became members of MAAA. One is Max Ripper, who became President of the Association, but sadly, has passed on. Another is Bert Morgan, who also sadly passed on. The other two are Keith Holmes, who resigned some time ago for health reasons, and then there is myself, sitting beside Keith, and thankfully still able to keep on keeping on.

If the Association is interested, I would be pleased to send a copy of the photograph down.

Earle J. Morgan

Response :

With regard to the No 1 Sqdn Mosquito taken in flight, as seen on the merchandising page, I'm sorry but the MAAA does not have such a photograph and the only one I know about at present, is the one in the AWM collection.

You can obtain a copy by searching and viewing item on AWM web site and making purchase per instructions. If you don't have a web-connected computer, may I suggest that access can be made through your local library. You can visit, search, select and make purchase arrangements as required. (Photo in question is ID 128849. Caption: RAAF DH98 Mosquito aircraft, FBVI, A52-500 of No 1 Squadron in flight. Donor: C.A. Lynch).

If the Association comes by a better photo, or it's whereabouts, we will let you know.

DH98 Mosquito, A52-511 which belly landed after starboard tyre exploded upon take-off due to puncture on coral surfaced airstrip. 25th Aug 1945, No 1 Squadron, RAAF, 1945. Location: Labuan.

'I am' is reportedly the shortest sentence in the English language. Could it be that 'I do' is the longest sentence?

From the Mailbag—contd

By the way you may also be interested in viewing all the other photos related to No 1 Squadron. There are some 132 photos, of which John T Harrison donated many (compared to the small number (35) of 1 PRU - 87 Squadron related photos). They are notable because John (presumably) has provided captions giving many names and numbers to the air and ground personnel in the photos as well as other details.

You are correct in your comment that the Association is somewhat '87 Squadron' centric, (and I would suggest aircrew centric over ground crew, but that is a matter for another day). This is the reality of the Association's history, having been formed with the focus on A52-600 preservation and the Squadron which flew this aircraft. In addition, many founding and later volunteers have been 87 Squadron related.

One notable exception being a Past President, Max Ripper of course! Of recent, a few members have expressed a desire for this Association to broaden some of its published information to include other squadrons and local 'mossie' manufacture. To that end, Don Taylor has made a wonderful start to the development of our Association's web site—address:

www.aussiemossie.asn.au, which embraces this objective where you will see by the headings, Don has covered all the relevant locally made Mosquitos, Squadrons and photos.

L to R: FO Bill Orr (Pilot) and FO Keith Ryan (Nav), crew of A52-511 DH98 Mosquito, which belly landed after starboard tyre exploded upon take-off due to puncture on coral surface airstrip. 25th Aug 1945, No 1 Squadron, RAAF, 1945. Location: Labuan.

However, tackling this work 'sooner than later' will depend on member and volunteer help and a little luck. By luck, I mean the out of blue offer of information / photos, which can lead to a significant core of information. For example, a few years back the association only had a hand-full of 87 Squadron photos. That is, until the Neil Ray family approached the association and offered us access to copy a wonderful collection of photos many with dates & names. This collection became an important core to a collection of information/photos which has now been significantly added-to by the kind donations from the Johnson, Wright, Jones, Searle & Chamberlin families as well as Ron Vassie, Keith Granger, David Vincent and Max Williams.

Thank you for your offer to generate interest in No 1 Squadron matters and the photo, which you have, showing names, place and date. Such a photo is always a great starting point, when it comes from someone who was there and knows the people, places etc The association only has a few No 1 Squadron related photos and related documents, but I am aware there are more (in addition to AWM photos mentioned above), that

Why isn't the number 11 pronounced onety one?

could offer important information for this task. Two related squadron folk are Reg Spooner whose family is scanning his photos and Roy Hunt who is documenting his service period with photos. In addition, the association has recently been given paper copies of some interesting No 1 Squadron related photos and articles although their quality is poor and source is unknown. It does however indicate there is more information "out there" !

In closing, I encourage you to look at the Association's new web site and have a look at the various headings and their contents as we welcome your feedback on what you would like to see on these pages, in particular, what historical photos and written records may be included.

David Devenish

MAAA Archivist -8th Dec 2008

The included photographs of No 1 Squadron are from David's archive… Ed

I am writing to inform you of the death of my husband, Victor Numa Cramer. Vic lost his battle against cancer on 20th July 2008. He enjoyed his membership of your group and the magazine articles evoked many wonderful memories of his 32 years in the RAF.

He would have enjoyed your latest magazine article on Mosquitos; he was a great fan and had 1000 hours flying them. I could go on – his stories are all wonderful.

Rhonda Cramer

Even though I cannot get to Point Cook to assist with the Mossie, I am keeping my hand in here at the Queensland Air Museum.

Apart from renewing the woodwork on the Vampire I have taken on the job of working on the wood components of a Wackett trainer.

This aircraft came from Western Australia and had been converted to crop dusting etc.

We don't have a workshop manual so I am flying blind to some extent, but as it will be a static display aircraft I am able to use a bit of the so-called 'poetic licence'.

I have a well equipped work shop here at home and over the last couple of years have constructed a large number of display cabinets for the enclosed part of the Museum.

I assisted with a Museum display at the Amberley Air Show and the weekend was a huge success. We made about $3,000 with the sale of model kits and books etc.

If any of your readers happen to know where I can obtain copies of diagrams about Wacketts, please contact me via:

The Museum,

7 Pathfinder Drive,
Caloundra Aerodrome,
Caloundra, Queensland.

Also if any members venture up here to Caloundra please make sure you call in and introduce yourselves.

Noel R Sparrow

The re-positioning of the RAAF Darwin Control Tower / Water Tank as mentioned in the recent Aussie Mossie Newsletter and AGM notice triggered a now fast fading memory of the airfield.

My recollection was that I had an aerial photo of the airfield … so here it is; the presence of a number of B-24s suggests that it was taken in the latter part of 1945 … and the water tank-tower is just visible as indicated at the end of the arrow.
Although the original was obtained, for a small fee, from a photographer in 1945 there is no evidence of who took the photo.

I thought about how mothers feed their babies with tiny little spoons and forks
so I wondered what do Chinese mothers use? Toothpicks?

From the Mailbag—contd

I put the rhetorical question, could it have been 87 Sqdn … for I understand they did some local photography ... and who else was equipped to do it?

C. Smith
Cypher Assistant RAAF Darwin Signals and part time personal driver to Commanding Officer Sqdn Ldr Rayson. November 1945 to March 1946.

The editor received an envelope from the United Kingdom with a mailing address on the back that was unknown. It only contained an original clipping of an advert for GKN equipment.

If the person who sent it is one of our readers, would they like to identify themselves?

Many thanks for sending it anyway, it is yet another piece of memorabilia to add to the Mosquito history file.

Over the delightful lunch, Laddie Hindley told me in great detail of the sighting in 1944 of the Japanese "Tony" then the eventual finding of the wreck some years later (refer Page 4 Bulletin 50 December 2007).

I searched my records and was able to locate a background on the Tony aircraft. I am enclosing a photocopy for the Association's interest.

Kind regards C.V. Scott (Scotty). *See next page.*

Kawasaki Ki-61 Hien "Tony"

Why do they put pictures of criminals up in the Post Office? What are we supposed to do, write to them? Why don't they just put their pictures on the postage stamps so the postmen can look for them while they deliver the mail?

Origin: Kawasaki Kokuki Kogyo

Type: Single-seat fighter.

Engine: (Ki-61-1) one 1,175hp Kawasaki Ha-40 inverted-V12 liquid-cooled; (Ki-61-II) one 1,450hp Kawasaki Ha-140 of same layout; (Ki-100) one 1 .500hp Mitsubishi Ha -112-II 14-cylinder two-row radial.

Dimensions: Span 39ft 4.5in (12m); length (-I) 29ft 4in (8.94m): (-II) 30ft 0.5in (9·16m); (Ki-100) 28ft 11.25in (8-82m); height (all) 12ft 2in (3-7m),

Weights: Empty (-I) 5,7981b (2630kg); (-II) 6,2941b (2855kg); (Ki-100) 5,5671b (2525kg); loaded (-I) 7,6501b (3470kg); (-11) 8,4331b (3825kg); (Ki-100) 7,7051lb (3495kg).

Performance: Maximum speed (-I) 348mph (560km/h); (-II) 379mph (610km/h); (Ki-100) 367mph (590km/h); initial climb (-1, -11) 2,200ft (675m)/min; (Ki-100) 3,280ft (1000m)/min; service ceiling (-I) 32,800ft (10,000m); (-II) 36,089ft (11,000m); (Ki-100) 37,729ft (11,500m); range (-1, -II) 990-1,100 miles (-I, 1800km, -II. 1600km); (Ki-100) 1,243 miles (2000km).

Armament: (Ki-61-1a) two 20mm MG 151/20 in wings, two 7.7mm above engine; (-Id) same but wing guns 30mm; (-IIb) four 20mm Ho-5 in wings; (Ki-100) two Ho-5 in wings and two 12-7mm in fuselage, plus under wing racks for two 551 lb (250kg) bombs.

History: First flight (Ki-60) March 1941; (Ki-61) December 1941; service delivery (Ki-61-1) August 1942; first flight (-II) August 1943; (Ki-100) 1 February 1945.

Development: Kawasaki purchased a license to build the German DB 601 engine in 1937 and the resulting revised and lightened engine emerged in 1940 as the Ha-40. Around this engine Kawasaki planned the Ki-60 and a lighter fighter designated Ki-61. Hien (the Japanese name meaning flying swallow). The latter was completed in December 1941 and flew well, reaching a speed of 368mph. During the first half of 1942 the prototype was extensively tested, performing very well against a captured P-40E and a Bf 109E sent to Japan by submarine. The submarine also brought 800 Mauser MG 151 cannon, and these were fitted to most early Ki-61s despite the unreliability of the supply of electrically fired ammunition. The Gifu plant delivered 2,654 (according to one authority, 2,750) Ki-61-1 and -la, the latter being redesigned for easier servicing and increased maneuverability. They went into action around New Guinea in April 1943, were called "Tony" by the Allies, and were the only Japanese fighters with a liquid-cooled engine. They were constantly in air combat, later moving to the Philippines and finally back to Japan. By 1944 the Ki-61 -11 was trickling off the assembly line with an unreliable engine that could not meet production demands. The 11 had a bigger wing and new canopy, but was soon replaced by the Ila with the old, proven, wing. Only 374 of all -11 versions were built, and in early 1945 one of 275 engineless airframes was fitted with the Ha-112 radial. Despite the sudden lash-up conversion the result was a staggeringly fine fighter, easily the best ever produced in Japan. With desperate haste this conversion went into production as the Ki-100. One of the first Ki-100 units destroyed 14 Hellcats without loss to themselves in their first major battle over Okinawa and this easily flown and serviced machine fought supremely well against B-29s and Allied fighters to the end.

OK ... so if the Jacksonville Jaguars are known as the 'Jags' and the Tampa Bay Buccaneers are known as the 'Bucs,' what does that make the Tennessee Titans?

Memories—from Earle "Crash" Morgan

Earle has an article in the "From the Mailbag" section expressing his desire that more should be published about No 1 Squadron, so here he has fired the opening shot. We hope others from the Squadron will do likewise.

During my R.A.A.F. career, I was a Fitter 2E, which indicates that I was responsible for the repair and maintenance of Aircraft engines. I was a member of No 1 Mosquito Attack Squadron based on Labuan Island off the North West coast of Borneo.

This Squadron, together with No 93 Beaufighter Attack Squadron, and associated support units, was 86 Wing. The role of the two Squadrons was low level attack.

The aircraft of No.1 Squadron were FB Mk VI models, and were armed with 4 Browning Mk2 0.303 machine guns in the nose, and 4x20mm Hispano Mk1 cannon in the forward section of the fuselage, under the rear of the nose area..

In the time I was with No1 Squadron, I was responsible for the repair and maintenance of the engines of three of the Mosquito's. A52-513, which was the plane of Wing Commander Ross Little, and then A52-222, after 513 was transferred to B Flight, and after that, A52-536, which was the plane flown by Group Captain Holswich, the Commanding Officer of 86 Wing. A52-536 was a FB Mk VI, model, but carried no armament. I always thought it rather odd that its identification NA-H was the same as A52-510, which had been lost earlier in action over Kuching on the Borneo coast.

I first met Group Captain Holswich and his Navigator on 24/09/1945, and found both of them to be great fellows. I flew a number of times with the Group Captain on test flights. On 05/10/1945, the Group Captain came to me and said that he was flying to Singapore, and I was to go with him to look after the maintenance requirements. After returning from Singapore, we were to fly to Japan.

The Group Captain, his Navigator, and I, all climbed into the cockpit of 536 to see how we fitted in. I was to sit in front of the navigator which would have been somewhat crowded and uncomfortable for a long flight. However, it was all for naught, because a day later, advice of my posting to No.77 Squadron in the Occupation Forces, came through. I continued to work on 536, and went on a test flight in it on 07/10/1945, and it finally left for Singapore at 09.30am on 08/10/1945. I left No1 Squadron on 11/10/1945 on posting to No 77 Mustang Squadron.

On 21/10/1945, Corporal Hill, of No.1 Squadron, collapsed and died on the morning of the day he was to go home from Labuan.

On 10/12/1945, a Beaufighter started take-off for a flight to Saigon, as it increased speed on the strip, it started to swing to starboard and off the strip. The Pilot, Squadron Leader Gulliver, fought to control the swing and get airborne, but to no avail. The Beaufighter hit a line of parked No 77 Squadron Mustangs, and knocked the engines clean out of two of them, and left its complete tail assembly up against the fuselage of the second one. The Beaufighter continued on for short distance, then crashed and exploded in flames.

Some how, Squadron Leader Gulliver was thrown out of the plane, but was badly injured and died that night. Those who died in the crash were the Navigator, The C.O.'s Batman, the Squadron Doctor, Don Nash who was a mate of mine, and Group Captain Holswich.

The normal crew in a Beaufighter is Pilot and Navigator.

Note: I am not sure of the spelling of the Group Captain's surname. In parts of my diary it is spelt 'Holswitch' and in other parts 'Holswich'

Earle "Crash" Morgan.

I'sn't making a smoking section in a restaurant like making a peeing section in a swimming pool?

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 fourth part with the last appearing in the next edition. A complete and up to date list can be obtained directly from Brian.

1925 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).

"John Leeming and Bert Hinkler land Avro 585 Gosport plane on narrow ridge on summit of Helvellyn and take off again, Lake District."

1927 Charles Lindberg flies Atlantic solo in 33 hrs 39 mins (May).

"World's first luxury air service London-Paris, lunch served."

"World's first international charter flight, Amsterdam-Batavia."

Pan American Airways (Oct).

Richard Byrd flies first US dirigible over N Pole.

New York-San Francisco flight takes 32 hrs.

"Light aircraft altitude record 17,283 ft (5,267 m)."

1928 "First UK-Australia solo flight, Bert Hinkler (Feb)."

Australian Flying Doctor's first case.

Kingsford-Smith in Southern Cross makes first trans-Pacific US-Australia flight in 83 hours 38 minutes (Jul).

"Amelia Earhart is first woman to fly Atlantic (20 hrs 49 mins) as part of 3 person crew, she takes turns at the controls (Jul)."

"First rocket propelled aircraft is Alexander Lippisch's glider Ente with 2 solid- fuel rockets, Germany."

Cierva autogyro first rotary wing aircraft to fly Channel.

German airship Graf Zeppelin makes first trans-Atlantic passenger flight in 71 hours (Oct).

"Radio beacon, US."

1929 "UK to India air service carries 15 passengers, takes 7 days, costs £130."

Warsaw Convention makes rules for air carriage of goods across international boundaries.

German airship Graf Zeppelin makes round world flight 21 days 7 hrs 26 mins (Aug).

"T W Evans is first woman to give birth in an aircraft, US (Oct)."

"Dornier Do X 12-engined flying boat carries 169 passengers and crew on 1 hr flight, Germany."

"Richard Byrd, US, makes first aeroplane flight over S Pole (Nov)."

Mach airspeed number named after Ernst Mach.

"Aircraft altitude record 39,190 ft (11,945 m)."

1930 Frank Whittle patents jet engine (Jan).

"Ellen Church, first airline hostess, US."

Amy Johnson flies solo England-Australia in 19 days (Apr-May).

"From a balloon Albert Stevens takes first photograph showing Earth's curvature, US."

Edwin Link's aircraft pilot trainer.

"British R101 airship crashes, France, 4 survive out of 48 (Oct)."

Russian 4-engined ANT-6 heavy bomber.

"High-octane petrol, Russia."

1931 "Wiley Post (US) and Harold Gatty (Australia) fly round world (8 days, 15 hrs, 51 mins)."

August Piccard ascends 9.9 miles (16 km) in balloon.

Dornier Do X 12-engined flying boat flies Amsterdam-Rio de Janeiro but only a few feet above ocean due to weight.

UK wins Schneider Trophy for third time.

Airliner flight London-Delhi 6 1/2 days.

Canadian Lissaint Beardmore makes first cross Channel glider flight.

de Havilland DH 82 Tiger Moth.

1932 Amelia Earhart first woman to fly Atlantic solo in 14 hrs 56 mins.

Jim Mollison (Scotland) first solo Atlantic E-W flight in 31 hrs 20 mins.

W E Johns' first 'Biggles' book (over 100 by 1970).

"From a balloon Albert Stevens takes first aerial photograph of moon's shadow during eclipse, US."

"First flying boat round world flight, 111 days."

Ever wonder about those people who spend $2.00 apiece on those little bottles of Evian water? Try spelling Evian backwards: NAIVE

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

Tata Airlines (Air India 1946).

Air speed record 296.287 mph (476.828 km/h).

"Piccard's Balloon altitude record 53,153 ft (16,201 m)."

"Air altitude record 43,976 ft (13,404 m)."

"Autogyro altitude record 21,500 ft (6,553 m)."

"World altitude record for diesel powered aircraft 19,928 ft (6,047 m)."

1933 "US Naval airship Akron crashes into sea during storm, 3 survive out of 76 (Apr)."

Two Westland biplanes fly over Mt Everest.

"US pilot James Angel discovers world's highest waterfall, Venezuela."

"Sergei Korolev's liquid-fuelled rocket, Russia."

"Wiley Post makes first round world solo flight (7 days, 18 hrs, 49 min), US (Jul)."

RollsRoyce Merlin aero engine.

Air France.

"Air distance record 5,657 miles (9,104 km)."

"Air altitude record 44,820 ft (13,661 m)."

1934 Supermarine F7/30 monoplane 4 gun fighter by R A Mitchell.

"MP Winston Churchill warns parliament that Hitler is secretly building an airforce, many do not believe."

de Havilland DH88 Comet wins England-Australia race in 70 hrs 54 mins 8 secs.

"Bf 109 fighter, Germany (later made as Me 109)."

Air speed record 440.682 mph (709.209 km/h).

1935 "Watson-Watts practical radar (Feb, patented Apr)."

Size of RAF to increase (May).

Amelia Earhart flies Hawaii-US in 18 hrs 15 mins.

"Robert Goddard's (US) gyroscopically controlled rocket flies at 550 mph (885 km/h) and reaches an altitude of 4,800 ft (1,465 m)."

"Boeing Model 299, prototype B-17 Flying Fortress, US."

British Airways.

Hawker Hurricane.

"Douglas DC-3, US."

First trans-Pacific airmail service US-Manila (Nov).

"Balloon altitude record 72,395 ft (22,066 m), US (held until 1956)."

1936 "Tests on 3,000 lb (1,498 kg) rocket, Germany (Feb)."

"Focke Fw-61 V1 twin-rotor helicopter trials (test flights 1937), Germany."

Supermarine Spitfire prototype (Mar).

German airship Hindenburg flies to Rio de Janeiro then makes 10 trips to US.

Radar location stations being built on English south coast.

Jet engine in UK (Whittle) and Germany (von Ohain).

"Douglas DC-3 airliner, US."

1937 Frank Whittle's jet engine has testbed run (Apr).

"German airship Hindenburg catches fire, NY, 35 die (May)."

Trans-Canada Airlines (Air Canada 1965).

"First successful pressurised aircraft Lockheed XC-35, US."

Three radar stations operational in UK (by 1939 there are 21).

Amelia Earhart and Fred Noonan disappear on flight over Pacific (Jul).

1938 Hawker Hurricane flies at 408 mph (657 km/h) with tail wind.

"Boeing 307 Stratoliner, US."

1939 Short Stirling bomber.

"Messerschmitt Me-209 air speed record 469.22 mph (755.13 km/h), Germany."

"Igor Sikorsky's first successful single rotor helicopter VS-300, US."

Handley-Page Harrow tanker refuels the BEA Short C-class flying boat in the air as it cannot take off with full fuel load and passengers.

"First transatlantic aircraft passenger service, Pan Am, US (Jul)."

"Heinkel He 178 first jet propelled plane, Germany (Aug)."

First use of paratroopers by Germany in Poland invasion (Sep).

Handley-Page Halifax bomber.

Trans-Atlantic airmail service.

"World gliding records of 465 miles (748 km) and 22,500 ft (6,858 m)."

"""As far as sinking a ship with a bomb is concerned, you just can't do it"" - US"

Rear Admiral Clark Woodward.

1940 "Sikorsky makes 15 minute helicopter flight, US (May)."

Battle of Britain (Jul 10 - Oct 31).

Charles Gardener (BBC) makes first known recording of an aerial battle which is broadcast 4 hours later.

"Bomber Command attacks German invasion fleets, France."

Aluminium utensils collected for aircraft production.

(Continued on page 18)

If lawyers are disbarred and clergymen defrocked, doesn't it follow that electricians can be delighted, musicians denoted, cowboys deranged, models deposed, tree surgeons debarked, and dry cleaners depressed?

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

(Continued from page 17)

London Blitz begins (Aug 23).

"Jack Northrop's 38 ft (12 m) NM1 twin-engine prop driven flying wing, US."

North American P-51 Mustang (later fitted with Merlin engine).

de Havilland DH98 Mosquito prototype (Nov).

"In massive air raid Germans try to destroy St Paul's with bombs and 10,000 incendiaries but fail, London (Dec 29)."

1941 Amy Johnson drowns in Thames after air crash (Jan).

Gloster E28/39 jet fighter (later renamed Meteor) test flight.

"Mass bombing raid kills 1,436 (May 10-11), House of Commons hit, London."

"German Heinkel He 280, world's first jet fighter with first ejection seat."

"Anti-G flying suit, US."

"Avro Lancaster bomber (7,374 built, 3,345 go missing)."

"Sikorsky's VS-300 helicopter makes record 1 hr 30 min flight, US."

"High-frequency direction finder (HF/DF or Huff Duff), US."

"Japan attacks Pearl Harbour (Dec 7), first use of aircraft carriers in wartime."

1942 "Japan takes Singapore (Feb 15), bombs Darwin, Australia (Feb 19)."

"First 1,000 bomber raid on Germany."

German V2 rocket reaches 112 miles (180 km) in test.

Turbo-prop engine.

US Bell P-59 jet fighter.

"First use of nylon parachute, Hertford."

1943 Dambusters Raid (May 17) breaches Mohne and Eder dams.

Gloster Meteor jet fighter.

Fully laden glider towed across Atlantic from Montreal in 28 hrs.

German Arado Ar234 first jet bomber (single seat).

German Me163 first rocket propelled fighter.

de Havilland Vampire turbojet fighter prototype.

1944 Miles-Martin Pen Co make Biro ballpoint pen for RAF.

"Messerschmitt Me-262 first jet fighter in combat, Germany."

"London's 'Little Blitz' (to late Mar) kills 961, injures over 1,700."

"Sgt Nicholas Alkemade survives 18,000 ft (5,500 m) fall from Lancaster bomber without a parachute (Mar 23)."

Mosquito (LR359) is first twin engined aircraft to land on an aircraft carrier.

German V1 flying bomb (doodlebug) offensive starts Jun 13.

Gloster Meteor F1 world's first jet fighter in service (Me 262 12 days later).

German V2 rocket attacks start Sep 7.

"Japan starts kamikaze attacks against ships, (of 2,940 sorties only 402 ships are hit)."

"Japan uses Fu-Go (balloon bombs) against US (of 9,300 launches only 285 reach US, 1 kills 5 people 1945)."

"First use of helicopter (Sikorsky) for rescue work, US."

"""It was very successful, but it fell on the wrong planet."" - German rocket designer Werner von Braun on first V2 rocket to hit London in WWII."

1945 "Last German V2 falls Mar 28, last V1 falls Mar 29."

"B25 bomber crashes into Empire State Building, 11 die, US."

"Atom bombs dropped on Hiroshima (Aug 6) and Nagasaki (Aug 9), Japanese surrender (Aug 14), VJ Day (Aug 16)."

"Modified Gloster Meteor F1, world's first turbo-prop aircraft."

"First landing of turbojet aircraft on a carrier, US."

"First landing of pure jet aircraft on carrier, UK."

1946 "Alouette is first military helicopter with a jet engine, France."

"Jack Northrop's XB-35 4 prop engined flying wing intercontinental bomber, US."

Fairey Aviation's pilotless radio-controlled rocket missile.

Gloster Meteor F4's world airspeed record of 615 mph (991 km/h).

"Cloud seeding experiments (rain making), US."

1947 "Saunders-Roe SR.A/1 turbojet flying-boat fighter, first flying-boat to exceed 500 mph (805 km/h)."

"Charles Yeager flies Bell X-1 at Mach 1.06 (662 mph or 1,066 km/h), US."

"Howard Hughes flies his Hercules H-4 (Spruce Goose) the world's largest flying boat with 8 engines for 1 mile (1.6 km) and never again, US (Nov)."

"Air speed record 670.8 mph (1,078 km/h)."

1948 Russians start to close all Allied access to Berlin (Apr).

"Berlin airlift starts (Jun, ends May 1949)."

Francis Regallo's first patent for flexible wing (hang) glider.

"Air speed record 671 mph (1,080 km/h)."

"""Landing and moving around the moon offers so many serious problems for human beings that it may take science another 2000 years to lick them."" - Science Digest."

… to be continued in the next Bulletin.

You never really learn to swear until you learn to drive.

Randall Green 17/04/1927—16/09/2008

Remembering the life of an 87 Squadron Mossie Pilot

When Randall Green joined No.1 Flying Training Course in late 1948, he probably could not have foreseen that he would end up test flying more than 100 military and civil aircraft, let alone setting up the Singaporean Air Force.

Graduating from No. 1 Flying Training Course in 1949 he joined 87 Squadron flying A52 DH98 Mosquitos.

In 1952, during the Korean War, he flew A77 Gloucester Meteors from Kimpo, South Korea with 77 Squadron.

In 1955, Randall was excited by the prospect of flying the "The Sabre" for the first time, and recalled the joy of flying what he described as "A gentleman's aircraft". "Its very comfortable" he said, "the Americans really know how to build them, they just go to a furniture store, find the most comfortable seat, and build the aircraft around it, it's a beautifully balanced aircraft in every aspect."

Randall later travelled to Farnborough in the UK to undergo training at the Empire Test Pilot School. After completing the one year course he returned to Australia to operate as a test pilot at the Aircraft Research and Development Unit (ARDU).

During his service, Randall – who retired as a Squadron Leader – was twice seconded from the Royal Australian Air Force to Hawker de Havilland (HdH) at Fisherman's Bend and became the company's Chief Test Pilot in 1961.

Hawker de Havilland, were contracted to set up the Singapore Air Defence Corps (SADC) by the Singapore Government. Randall was selected as team leader. He and his team left for Singapore in 1969. Their tasks were to select and procure aircraft, conduct flying training and to set up the operations of the SADC. On successful completion of his task Randall returned to Australia 1973.

Later in life Randall was a keen gold prospector and spent many a day in quiet contemplation looking for the precious metal.

Randall is survived by his wife Loraine and their three daughters Cheryl, Anne and Robyn.

From the 'Contact' publication dated Spring 2008

What hair color do they put on the driver's licenses of bald men?

Vale

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

Cramer, Victor Numa of Pymble, New South Wales
Dunkley, Ernest of Berkeley Vale, New South Wales
Forty, Wylliam Ernest of Kew, Victoria
March, Henry John of Kahibah, New South Wales
Scott, Ronald of Mount Colah, New South Wales

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:

Aldred, Lauraine of Lakes Entrance, Victoria
Holley, Lindsay of Sylvania, New South Wales

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

The Mosquito Aircraft Association of Australia

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No one ever says, 'It's only a game' when their team is winning.