

The Aussie Mossie

NUMBER 30

SEPTEMBER 2001

The restoration is flying again ...

The A52-600 Restoration Project has moved onto another phase – the time when the volunteers get their hands dirty – literally.

The MAAA has joined the RAAF Museum staff and the Friends of the Museum at Point Cook to start cleaning, identifying and classifying the containers of loose parts that were shipped down from Richmond Base when A52-600 moved to her new home at Point Cook.

After some training by Brett Clowes (the RAAF restoration project coordinator/curator) on what to do and what not to do, to protect the parts and ourselves, there have been a few days of activity in the restoration hangar, much to the delight of our members.

The documentation phase is well advanced to such a stage where all the major items have been catalogued and cross referenced – a more detailed report is included in this bulletin by Graeme Coates (the MAAA's Coordinator).

Over the past year, the work on the documentation, while seeming to be boring and mundane has proved to be an invaluable

training ground for the volunteers especially when it comes to identifying the assortment of pieces and parts in the crates that do not have any labeling.

The Association is now seeking to build the number of volunteers to push the work along at a faster pace. If you are willing to put in a day or so a month, Graeme Coates is waiting to hear from you on :

(03) 9428 2324

or

Email: coatbeam@melbpc.org.au



Part of the happy family in the restoration hangar getting their 'hands on' therapy, from left: Noel Penny, Roy Urand (explaining the finer points on his model of a Mosquito), Alan Middleton, Bob Stevens, Pat Dulhunty, and Sam Battiato (in foreground).
Photo by Graeme Coates.

A52-600 Restoration Project - by Graeme Coates

- **What we have done**

The drawings, photographs, microfiche and manuals from the collection are all catalogued.

The material has been organised and catalogued electronically.

The Manuals and their use in identifying the components of the aircraft have been documented.

We have developed a considerable amount of personal knowledge of all of this material and thus of Mosquito aircraft in general and A52-600 in particular. There is a core group of about eight members with this knowledge.

- **Where we are now**

We currently have about 500 drawings, 350 photographs and 300 microfiche in the collection. These can be searched in a variety of ways and used to locate the various documents for any item on the aircraft. The Mosquito doubtless required many thousand of drawings to build from scratch; but as we are starting with an aircraft we can hopefully make up any shortfall in this area by referring directly to the aircraft itself.

There are actually very few drawings that mention the Mk XVI as one of the aircraft types that can be built from that drawing, but nearly all refer to the Mk IV, from which the Mk XVI was almost directly

derived. This is not the handicap that it may initially seem as we are starting with a (virtually) complete airframe, and any discrepancies may again be resolved by reference directly to the airframe – or also to the extensive photo collection.

Obviously any drawings related to guns or bombs can generally be disregarded; they are still in the collection and have not been discarded.

- **The drawing collection**

The drawings have been catalogued and may be searched by drawing number or any word which may appear in the drawing title or in any of the annotations applied to each drawing. These annotations may be notes describing the items on the drawing (especially if the names are not part of the drawing title) or the major and minor part of the aircraft to which the drawing refers. This annotation is still ongoing and will continue for a some time yet.

The index of drawings is many times larger than the actual number of drawings in the collection because we have included all the drawing numbers and names that we have been able to find from the many lists that were among the original documentation that was made available at the beginning of this project. Although the collection does not hold these drawings the name and number are still valuable

in that they can be used to identify components from their part number and/or other cross reference information from other drawings.

A reasonable attempt has been made to ensure that the correct nomenclature is used throughout this work by making use of the fully detailed parts list which has as its table of contents an 'Index of Assemblies'. This index is usually the 'general arrangements' drawing for each major assembly (over 350) and is therefore included in the list of drawings.

- **The microfiche collection**

The drawings in this collection need to be printed to enable the cataloguing and detailed annotation of each drawing. For a few we already have the original drawing (or at least a version of that drawing), or a print from the microfiche which is already catalogued.

There is a further large number of microfiche which are of the Mosquito service manual. The Project Office holds three copies of this; however a page by page check needs to be made to ensure any missing pages can be replaced.

- **The security of the collection**

Duplication of the collection is required to provide security of the collection, and also the provision of working copies.

Patron

Air Vice-Marshal J.C. (Sam) Jordan AO (RAAF-Retired)

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A52-600 Restoration Project - contd

The aim is to have one complete set of everything in the Museum's Library for secure storage, one complete set in the Project Office for study and research; from which the working copies will be made for any work that requires the use of this material outside the project office.

- **The continuing development of the documentation collection**

This is a continuous process which will continue for the life of the project. There needs to be development of formal contacts with other people and organisations working on Mosquito aircraft or holding relevant material, (museums, memorials, individuals). This is to promote the easy exchange of items, documents and information.

- **The next steps**

Box-by-box

This is the item count. It involves the identifying, tagging and cataloguing of all the items held by the museum. This started only recently and each item is being tagged and photographed, and it is these photos that will form the basis for the bulk of the specific identification of each item. Some items will need further detailed examination to enable an accurate identification. This may be by taking precise measurements from the items to distinguish similar items from one another (e.g. the tank straps) or further cleaning or paint stripping to read any part numbers stamped into the items.

No assessment of condition or value will be made at this time; unless it is obviously deteriorating rapidly and is in need of urgent preservation measures.

Matching to drawing and photos etc will be done throughout the inventory process. This will enable some level of assessment of what components are missing. As the items are catalogued a record is made of where they are being stored and this will generate a 'location data

base' for each item. The data base will record the box, tray or crate into which the item is loaded for storage until the next phase of the project.

Re-grouping into logical sets

This will be the physical rearrangement of the material into sets of items related to particular parts of the aircraft (e.g. tailplane and fittings) or of particular systems (e.g. hydraulic system). The location data base will be maintained throughout this work.

Assessment of condition

Once the items are grouped there will be a detailed examination of each item to assess its condition and the extent of refurbishment or restoration or even if replacement is required. This would be done for each of the groupings made above. Just an assessment, no work will be done until all items in the group have been assessed.

Training

For this assessment work some training of our Members will be required. And then further training for our Members to actually do the refurbishment, restoration or replacement as necessary.

- **Conclusion**

We are pleased to have actually started work on the aircraft itself. We acknowledge the benefit of what we have done to date with the documentation (even if we didn't see it in the beginning) which has now brought a group of Members up to a considerable level of knowledge in the recognition and understanding of the aircraft; and also of the documentation that is in the collection.

With the physical work now happening on the aircraft there will be an increased interest in the project which will in turn attract more support for the project in the form of volunteers, financial support (both private and corporate), and even the providing of components that no doubt exist in many places through-

out the country.

Projects based on artifacts from this period in history all suffer from the shrinking knowledge base caused by the passing of those men and women who were involved in some way at the time. We understand that selecting which project from this period to promote is always a balancing act, but this is the only aircraft that was made of all timber and thus earned its place in history as being unique for this fact alone – let alone the great success it achieved in the many roles and missions in which it took part.

With the physical work starting it is a prime opportunity to publicize the fact and attract the attention of the remaining men and women who were involved and to hopefully get their support, be it manpower, financial, information or donation of artifacts. As the work progresses there will be a lot to see and to publicise, and eventually a 'critical mass' will be achieved whereby support of all forms will be self-sustaining.

The MAAA is ready, willing and able to help the RAAF Museum proceed with this restoration, and we would like to increase the number of people actively working on the project to keep it at a priority such that this restoration can proceed at a reasonable pace. This is a unique aircraft for many reasons and deserves a prompt and complete restoration.

Graeme Coates

Project Coordinator

for

**MOSQUITO AIRCRAFT
ASSOCIATION OF
AUSTRALIA**

A Mossie in Darwin by Cecil Smith

The writer was a Cypher person in WW 2 and served at 58 OBU Truscott, the Commanding Officer S/Ldr Rayson and the base being occasionally overnight host to crews of P R Mosquitos and others exploiting the additional operational range which that remote base offered.

The Atom Bombs on Japan, within days, reduced the use of Cyphers and Codes by about 99% and a promising career in that darkly secretive activity was cut short. With time still to serve in the area I moved through a number of short postings such as No 20 (Catalina) Sqdn at East Arm (Darwin) Op-

the Main RAAF) at all times; the next closest qualified person, I was told, being at Alice Springs,

So I was somehow to be given something else to do for that 99% of the time that I was otherwise unemployed, I was tested, passed and duly approved via DRO's as a DMT.

Driving looked like being more appropriate as I had driven light vehicles on our farm and it seemed to offer the prospect of a wider scene in which to operate.

Then one day I was on a run with a light truck to Adelaide River when an encyphered sig-

locked up for a couple of weeks since the time it was used. In due course the signal all came out neat and clear and was passed to the now very anxious CO who, incidentally, was S/Ldr Rayson, ex-Truscott, so we had a nodding acquaintance. The text of the signal is now long forgotten and I think had little immediate significance to RAAF Darwin. (Signals were often repeated to other addressees where a response may or may not have been necessary).

The solution to that hiatus was a bit of lateral thinking: I was made the driver of the CO's car



erations Room, North Western Area H 0 Signals Office, No 5 Radio Installation and Maintenance Unit Orderly Room (58 mile), being used as a jack of all trades in a clerical sense.

None was all that compatible ... until a posting to RAAF Darwin again as a Cypher person. Encyphered signals were rare here too, both incoming or outgoing, but as the arrival of such a signal could not be predicted a Cypher person was required to be reasonably accessible (at

nal arrived during my absence. Upon returning to the Transport Section I sensed an uncharacteristic tenseness in the air. I was in trouble it seemed for not being available to decode the signal for the CO. The DMT Sergeant was in trouble for me not being there and available to the CO and so on it went.

It took a while to unstack chairs and tables etc and set up the little Cypher Room and get all of the secret wheels turning in their proper order, having been

and was therefore always available for either purpose... the combination being none too tiresome for me. I also got to drive (clean & daily service), what seemed to me at the time, a huge car; a left-hand drive Ford V8 Saloon with gear change under the steering wheel ... all that was a new experience. In addition I was removed from the Orderly NCO's roster, for at the time (late '45 into early '46) the numbers were so reduced there that everyone above LAC was rostered

A Mossie in Darwin – contd

for something, just to keep the wheels turning.

So what about the mossie mentioned in the heading? Ah yes... the photo of A52-511 was taken at RAAF Darwin on one of the numerous dispersed hardstanding areas late in the war.

I understand a RAAF photographer took it. The plane is either going to or returning from Labuan and is a Fighter / Bomber (VI) one of 76 supplied from the UK RAF No HR 450. It was reduced to components in Sept 1946,

The Main RAAF then covered some 3,260 acres (1,320 hectares) and by early post war much of the taxiways to and the dispersed parking areas were little used. With the access to a vehicle as mentioned above I

was sometimes able to do a complete tour of all of the dispersed areas and taxiways; just prior to darkness it was a very pleasant experience for they were thronged with Kangaroos and Wallabies ... what a contrast to just 6 months earlier.

Note the Libs parked there on the photo below.

I finally got back to Sydney appropriately enough on April Fool's Day 1946. So that's a small anecdote from a nineteen year-olds' slightly misspent youth. With thanks to all the Aircrews who took care of the rough stuff.

C. Smith.
Benowa Waters. Qld.

Great Predictions

A rocket will never be able to leave earth's atmosphere –
The New York Times 1936

I think there is a world market for maybe five computers –
Thomas Watson, IBM President 1943

Television won't last because people will get tired of staring at a plywood box every night –
Darryl Zanuck 20th Century Fox co-founder 1946

By the year 2000, we will undoubtedly have a sizeable operation on the moon; we will have achieved a manned Mars landing and it's entirely possible we will have flown with men to the outer planets –
Werner von Braun, NASA rocket engineer 1969



The FB Mk XVIII 'Tsetse' or 'Tsetse Fly' Mosquito

Once again many thanks to our regular contributor *Brian Fillery* for researching this story.

The Mk XVIII Mosquito was a rare variant as only 18, including the prototype HJ732, were built.

The aircraft were HX902, 904, MM424, 425, NT220, 224, 225, and PZ251, 152, 300, 301, 346, 467, 468, 469 and 470. Most served with 248 Squadron and were in use until the end of the war. The exception was PZ467 which was sent to the USA for evaluation and did not see front line service. What set all these aircraft apart was that they were all fitted with the Molins 6 pounder anti-tank gun.

The Molins anti-tank gun was produced by Molins Machine Co of Peterborough at the beginning of the war. It was intended to be mounted on small armoured vehicles for use against tanks. It held 22 or 25 rounds in batches of 4 or 5 which were fed electrically to the breech. As one batch was fired the next was moved into position. It completed trials in 1942 but the Germans then introduced the Tiger tank which was impervious to 6 pounder shells.

The Hawker Hurricane IID's were fitted with 40mm Rolls Royce BF or Vickers Type S anti-tank guns but it was thought that something heavier was needed such as the Molins.

As the Molins weighed 1,800lbs (816kg) this would mean a bigger, preferably twin engined, aircraft and de Havilland were approached to see if the Mosquito would do.

As they had already done a

feasibility study on the much heavier 3.7 inch (94mm) gun they agreed it was possible.

An old FBVI fuselage was used for static firing tests but a bolt broke so another method of attaching the gun had to be found. A new FBVI Mosquito, HJ732, was selected and modified to a Mk XVIII. The 12ft 5in (3.8mm) gun was mounted at a slightly downward angle and protruding 2 feet (600mm) from the nose. It now really looked like a Mosquito with a sting.

After further ground firing tests, flying tests took place and a snag was found. If the Molins gun had a force of more than 2.5g imposed on it then it would not load the shells. Modifications were made so it was capable of sustaining both negative and positive g forces. However after firing 400 rounds the under surface of the flaps tore off. After strengthening of the flaps it was decided that only the two outer .303 Browning machine guns would be retained but with a greatly increased ammunition capacity.

Another minor problem was that the gun's breech was behind the crew and the spent shell cases were ejected inside the aircraft fuselage where they rolled about with aircraft movement. It was thought that if they were ejected externally they might hit the tailplane.

To accommodate both the Molins and the Browning machine guns a different gunsight, the MkIIla, replaced the MkII. This had different aiming marks for the Molins and the Brownings. In addition protective armour and long range fuel tanks were fitted so the aircraft

could be used against U boats.

The aircraft served with 248 Squadron which was based at Predannack in Cornwall from October 1943. They proved to be a great success and the first U boat, U-123, was sunk on November 7 in the Bay of Biscay. The Molins armour piercing shell weighing 7.1lbs (3.2kg) were tipped with hardened steel and had no problems entering a submarine's pressure hull and creating great havoc inside.

248 Squadron protected Allied shipping during the D-Day landings and then was moved north to Banff in Scotland in 1944.

From there it carried out many attacks on German shipping and installations in Norway.

Specification of the Molins Anti-tank Gun.

Bore:	57mm (2.25in)
Action:	Recoil
Cyclic Rate:	60 rounds/min
Muzzle Velocity:	2,600ft/sec (792m/sec)
Ammo feed:	Molins automatic
Magazine:	22 rounds (some sources say 25)
Length:	12ft 5in (3.8m)
Height:	38in (965mm)
Weight:	1,800lbs (816kg)

Even with the gun's recoil action when a round was fired the Mosquito would temporarily slow down.

Q: And why were they named after the African Tsetse Fly?

A: Because they had a bigger bite than your normal Mosquito.

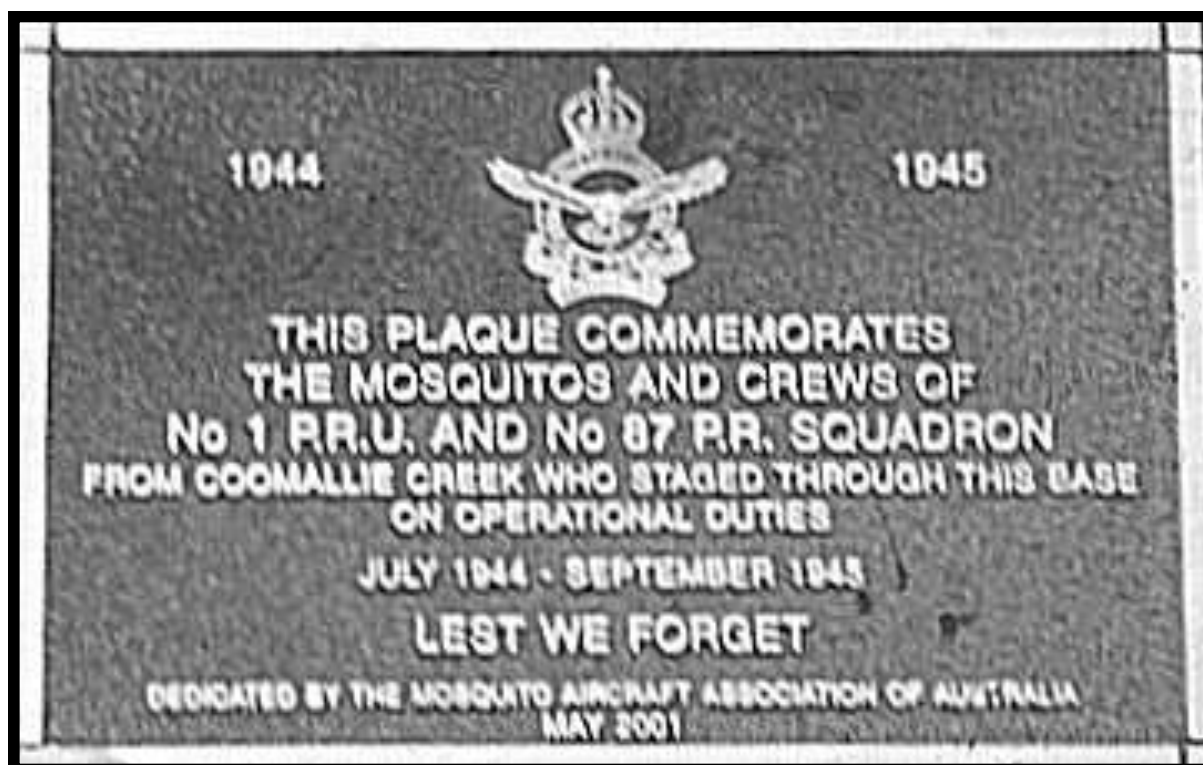
Social Day – Picnic in the Park

<p>In October there will be a "Picnic in the Park" for all Association members, their spouses, partners, children, friends and whom ever else you would like to bring along.</p> <p>It is a totally BYO picnic and will give everybody who attends the opportunity to meet, mix with old and new friends, discuss the good times and the restoration of A52-600.</p> <p>It is suggested that you bring prepared food as it is not intended to use cooking facilities.</p> <p>If you have any memorabilia bring it along for everybody to see.</p>	<p>When: Sunday 28th October 2001</p> <p>Time: 12:30-13:00</p> <p>Where: Fitzroy Gardens Melbourne</p> <p>Meet: At the Conservatory Lansdowne Street East Melbourne</p> <p>Melway Map: Page: 2G Ref: 3B</p> <p>Contacts: Roy: 0417 346 328 Bob: 0405 120 920</p>
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Truscott Base Commemorative Plaque

Late last year the Association was approached by the Truscott Base Tribute Committee via their President and Association member, Howard Young to provide a plaque that commemorated the presence and passage of the various units who used Truscott as a staging base. The Committee thought it would be a fitting tribute for No 87 (P.R.)

Squadron and in particular the Mosquitos. The Unit History Sheets show that A52-600 was at Truscott on 11th May 1945 on her return flight from operation Coo.24 to Flores-Bima. The crew were Association life member P/O Alan Davies and F/O Reynolds. This was just one of her many visits to and from her home at Coomalie Creek, N.T.



Orderly Room at Coomalie Creek

Here is the first of a sequence of pencil drawings by Association member Keith Muller of Penrith, NSW



New Department of Veterans' Affairs phone numbers

Earlier this year, the Department of Veterans' Affairs (DVA) introduced a single general inquiry telephone number that can be used by all callers with Australia.

Thousands of veterans, war widows and their families are already using this new telephone number to access veteran information and services.

No matter where you are calling from in Australia, just dial the general inquiry number and your call will be connected to the nearest DVA State office.

The general inquiry telephone number is: **133 254.**

Callers from regional and rural Australia can also use the telephone number: **1800 555 254.**

To help you recall the new telephone numbers, remember that the last three digits are the ANZAC Day date, 25/4.

New Members

The Association wishes to introduce and welcome the following newcomers to the ranks of the MAAA. Both gentlemen have brought business affiliations to our group:

John Allcock

of Williamstown, Victoria

is associated with the company Landingear that produces our clothing merchandise (see opposite) and

W (Bill) Gibson

of Mascot New South Wales

is associated with Gibson Freight (Australia) of Botany, New South Wales

Vale

The Association sadly informs the passing of three of its members:

FJ (Fred) Howe

of Kalamunda, Western Australia

Fred supported the Association for the last 8 years.

Our condolences go to his wife Doris and family on their sad loss.

JM (Jim) Price

of Cue, Western Australia
See article on page 10

J (John) Skaleskog

of Traralgon, Victoria

Jim was one of the longest serving supporters having been a Foundation member. Our condolences go to his family.

MAAA Merchandise

The MAAA in conjunction with *LANDINGEAR Pty Ltd* has produced a line of clothing that pictures A52-600 and identifies our Association.

Items currently available:

Embroidered Caps **\$20.00**

Navy/Red suede peak cap
A52-600 motif embroidered on front
MAAA across back
Adjustable – one size fits all

Polo Shirts **\$35.00**

Poly cotton with pockets
A52-600 motif with MAAA embroidered on front
Sizes – adult small to 4XL

T-shirts **\$20.00**

Silver grey
A52-600 motif print on front
MAAA print on sleeve
Sizes – adult small to 3XL

The items listed can be ordered (please state your name and address, a phone contact, the items, the sizes and quantity required)

by writing to :

MAAA Merchandise
C/- Alan Middleton
14 Fitzgibbon Crescent
CAULFIELD Vic 3161.

or

phone Alan on 61 (0) 3 9523 9774

or

fax Alan on 61 (0) 3 9532 8115

Payments (**no cash please**) via cheque or money order should be made to:

“The Mosquito Aircraft Association of Australia”

Price includes postage, packaging and GST.

Note: Please allow up to 3 to 4 weeks for delivery (after receipt of payment by Alan).

James (Jim) Matthew Price 1923 – 2001

A letter has been received from Gwen Price advising the Association that her husband has passed away and she included a brief note about Jim's life. We are honoured to publish it and extend our deepest sympathies to Gwen and family.

James Matthew Price OAM, MBE, JP of Coodardy Station, Cue, Western Australia, passed away suddenly on January 6th 2001.

He was a well known pastoralist in the outback of Western Australia, especially in the Murchison Region where he lived and his passing is a great loss to the pastoral world in Western Australia.

He was a great community man, in Local Government with the Shire of Cue, with 25 years as its President, as well as an active life long member of the Pastoralists' and Graziers' Association of Western Australia. He had the honour of being the longest serving member of Local Government in West Australia – a total of 45 years of continuous service.

His other interests were horse racing and sport, as well as many other local affairs. He became a Life Member of all his interests, but one of the most outstanding highlights of his life on Coodardy, was the visit of His Royal Highness, The Prince of Wales, in March 1979, who spent a short time relaxing in the atmosphere of Coodardy, living with the family and also in a bush camp on the large pastoral property. Prince Charles found this a very rewarding experience.

Jim flew his own light aircraft from the 1960's until his death. It was used for mustering and other station work.

Some of his war years in the RAAF, 1941 – 1946 were spent at Coomalie Creek, which he always said were the happiest days of his life, with many fond memories of men with whom he lived and worked.

As a lover of the famous Mosquito aircraft, he never failed over the years to sing it's praises and enjoyed his years being a member of the Mosquito Aircraft Association.

It is with great sadness that we report his untimely death.

He leaves a widow, Gwen and four children; Leslie, Michael, Catherine and Peter, and nine grand children.



First and last raid in WWII - Research by Brian Fillery

As a point of interest the first bombing raid of the war was on 4 September 1939 24 hours after the British declaration of war. 15 Blenheims and 14 Wellingtons went to attack German ships in Wilhelmshaven harbour. Ten planes failed to find the target and returned, three tried to bomb British ships but also returned. One bombed the neutral Danish town of Esberg, a navigational error of 100 miles, and compensation had to be paid to Denmark for death and damage. 15 got to Wilhelmshaven but the bombs either failed to explode or did little damage. 7 aircraft were shot down.

The last RAF raid of the war against Germany took place on the night of 2-3 May 1945 when 125 Mosquitoes attacked the port of Keil. They bombed in two waves, making use of a sophisticated navigational aid called 'Oboe'. The bombing was accurate, many fires were seen in the target area and the official comment on the opposition was 'Defences Nil'. All the Mosquitoes returned safely, some to the same airfield at Wyton near Huntingdon that had dispatched the unfortunate Blenheims to Wilhelmshaven over five years earlier. Four days later the war in Europe was over.

November 11th

A directive of His Majesty King George VI, following the conclusion of the Second World War established "Remembrance Sunday". In Great Britain prior to this, the observance of Armistice Day commemorated the signing of the Armistice of "The Great War" and paid tribute to those who gave their lives.

The date November 11th was initially set aside, however, at the conclusion of the second World War, the King guided by his advisers, consented that tributes should be paid to those

who lost their lives both in the World War of 1914-18 and the World War 1939-45 in a special church service.

The second Sunday in November was termed "Remembrance Sunday".

In Australia, where the major observance is carried out on Anzac Day, Australia has continued to promote the theme of Remembrance by maintaining the observance of two minutes silence at 11am on the eleventh day of the eleventh month.

Express yourself

Here are some actual maintenance complaints submitted by pilots and the replies from the maintenance crews:

Problem:

"Left inside main tyre almost needs replacement."

Response:

"Almost replaced left inside main tyre."

Problem:

"Test flight OK, except autoland very rough."

Response:

"Autoland not installed on this aircraft."

Problem 1:

"#2 Propeller seeping prop fluid."

Response 1:

"#2 Propeller seepage normal."

Response 2:

"#1, #3, and #4 propellers lack normal seepage."

Problem:

"Something loose in cockpit."

Response:

"Something tightened in cockpit."

Problem:

"Evidence of hydraulic leak on right main landing gear."

Response:

"Evidence removed."

Problem:

"DME volume unbelievably loud."

Response:

"Volume set to more believable level."

Problem:

"Dead bugs on windshield."

Response:

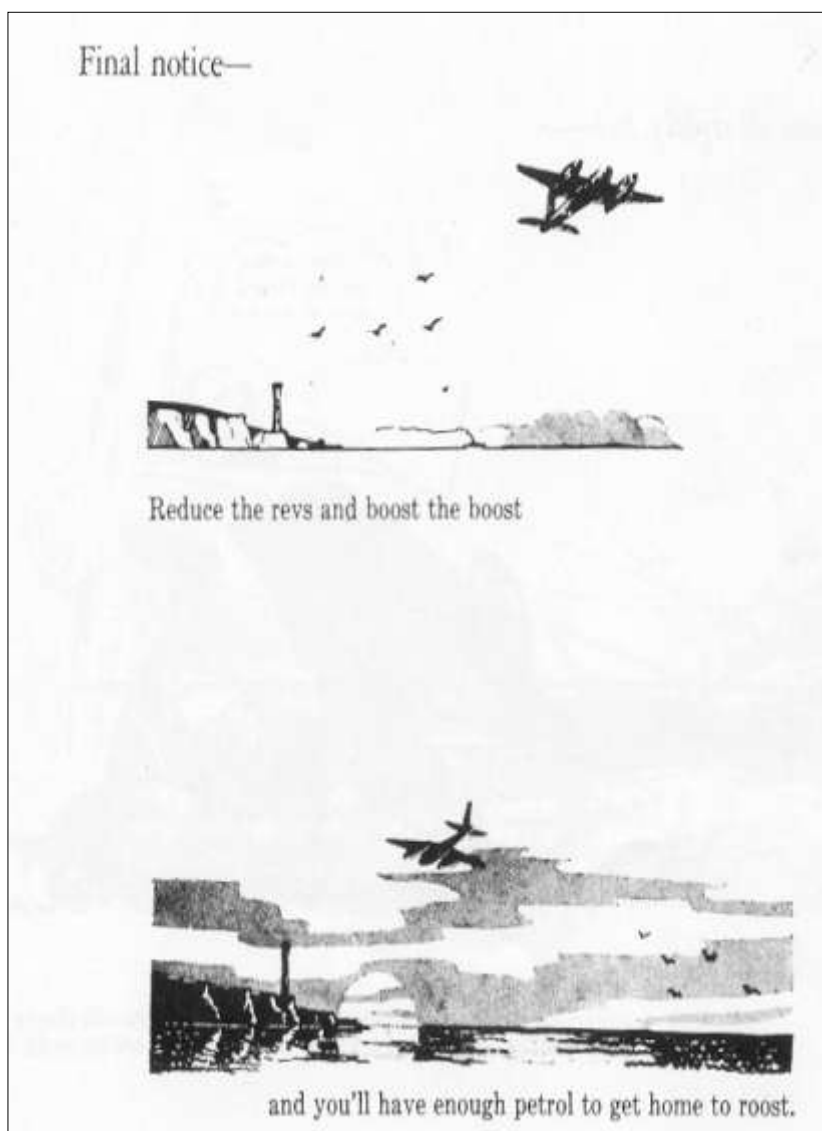
"Live bugs on order."

Problem:

"Autopilot in altitude hold mode produces a 200 fpm descent."

Response:

"Cannot reproduce problem on ground."



For all those born before 1945

We are survivors!

Consider the changes we have witnessed:

- ◆ We were born before television, before penicillin, before polio shots, frozen foods, Xerox, plastic, contact lenses, Frisbees and the pill.
- ◆ We were before radar, credit cards, split atoms, laser beams and ball point pens, before pantyhose, clothes dryers, electric blankets, air conditioners, drip-dry clothes and before man walked on the moon.
- ◆ We got married first and then lived together.

How quaint can you be?

- ◆ In our time bunnies were small rabbits and rabbits were not Volkswagens.
- ◆ Designer jeans were scheming girls named Jean.
- ◆ Having a meaningful relationship meant getting along with our cousins.
- ◆ We thought fast food was what you ate during Lent.
- ◆ Outer space was the back of the local picture theatre.

We were before:

- ◆ House husbands.
- ◆ Gay rights.
- ◆ Computer dating.
- ◆ Dual careers.
- ◆ Commuter marriages.
- ◆ Before daycare centres.
- ◆ Group therapy.
- ◆ Nursing homes.

We never heard of:

- ◆ FM radio.
- ◆ Tape decks.
- ◆ Electric typewriters.
- ◆ Artificial hearts.
- ◆ Word processors.

- ◆ Yoghurt.
- ◆ Guys wearing earrings.

For us:

- ◆ Sharing meant togetherness, not computers or condominiums.
- ◆ A chip meant a piece of wood.
- ◆ Hardware was hardware.
- ◆ Software wasn't a word.

In 1940:

- ◆ 'Made in Japan' meant junk.
- ◆ The term 'making out' referred to how you did on your exam.
- ◆ McDonalds and instant coffee were unheard of.

In our day:

- ◆ Cigarette smoking was fashionable.
- ◆ Grass was mowed.
- ◆ Coke was a 'cold' drink.
- ◆ Pot was something you cooked in.
- ◆ Rock music was grandma's lullaby.
- ◆ Aids were helpers in the principal's office.

We were certainly not before:

- ◆ The difference between the sexes was discovered, but
- ◆ Were surely before the sex change.

We made do with what we had.

We were the last generation that was so dumb as to think you needed a husband to have a baby.

No wonder we are so confused and there is such a generation gap today!

But we survived.

What better reason to celebrate?