

MAAA is 15 on 21/07/2007

You are invited to join in our Birthday Celebrations

The Aussie Mossies are fifteen years old this July, and we're having a party to celebrate. It will be a days' outing at the RAAF Museum, Point Cook, and will include a barbecue lunch. The date is Sunday 29th July 2007, starting at 10:15 and finishing at 15:00. Here's a brief program of events.

- Meet and greet at 10:15 at the main entrance to the RAAF Museum. You'll be met by a MAAA Committee member and booked in for the day.
- Introduction to the Director of the RAAF Museum, David Gardner.
- Meet our Host Officer for the day, and start a guided tour of the major Museum exhibits.
- After this tour we'll be lead to the Friends of the RAAF Museum Shack (with a brief detour via the Mossie Shack) for lunch at 12:15.
- A barbecue lunch, including refreshments will then be provided. Please let us know well beforehand if you have any special dietary requirements.
- We'll then move on to the outdoor display area to listen to the air and ground crew conduct a Museum Interactive (flying) display at 13:00.
- After the flying display we'll have a short guided tour of the Restoration Hangar (area not normally open to the public) for a close-up introduction to the current project, Mosquito PR Mk XVI A52-600. One of the senior technical crew will then explain what's going on, and demonstrate some of the restoration techniques being used.
- With help from the Baird family, we'll then present "The Ashes" to the RAAF Museum (more about this on the day).
- Then it's back to the F.O.R.M. Shack for a cuppa, and a piece of birthday cake, of course!
- Our function ends here at 15:00. After this you'll be free to look at other aircraft on display, particularly in Hangar 180 (no disabled access), and/or depart at your leisure.
- Cover charge for the day will be \$5.00 per head.
- Please note that there are no other food sales areas at the RAAF Museum, and no food or drink may be taken into display areas. For details of how to get to the RAAF Museum, parking arrangements, etc. see the flyer included in this issue.
- Don't forget to bring warm clothing, walking shoes, and a camera.
- RAAF Williams Point Cook is an operational RAAF base. Please obey all signs, instructions and restrictions.

If attending, will you complete the acceptance slip on the bottom of the flyer, please?

This will help us with catering, and will also help streamline your progress through Security as you enter at the main gate.

The Mosquito Aircraft Association of Australia Committee

The President's Log—by Alan Middleton OAM



Just a short report this time, as my computer is inoperative and I am busy helping organise our upcoming Birthday celebrations. I hope to meet and greet as many of our members and friends as possible on the day.

We are hoping for a very successful day, as was the Queensland gathering early this year. Many thanks to David Beazley for organising the occasion.

Are there any of you in the other states prepared to organise a local gathering, if so please give me a call.

I am very pleased to inform you that the restoration is moving ahead again now that we have a dedicated Project Manager by the name of Brett Redway. I have also heard that there are going to be some very interesting changes about to take place around the Museum and the Base. The MAAA fully supports any moves to improve the facility while maintaining its valuable heritage. More about that later.

Regards,

Alan Middleton

15th Anniversary Gathering in Queensland

South East Queensland members made the MAAA's 15th anniversary a good excuse to get together.

On Sunday the 21st January we met at the Queensland Air Museum located at Caloundra on the Sunshine Coast. Nine members and their spouses attended, with a good mix of RAAF veterans and younger Mosquito enthusiasts.

Surrounded by historic aircraft, including many from the de Havilland stable, Sam Jordan addressed the gathering and then unveiled a display on 87 Squadron.

This display was put together by Noel Sparrow and contains photos and a small piece of A52-600 fuselage. Noel then donated it to the Queensland Air Museum, where it is

now on permanent display.

With help from the Mosquito Association committee and QAM a special Mosquito display was also organized for the day, consisting of models, photos, drawings and a few original Mosquito parts.

The remainder of the day was taken up with much reminiscing and discussion, which also involved a number of QAM members. This was accompanied with plenty of food and drink.

In the afternoon the museum's DC-3 and Canberra bomber were opened up for close inspection and everyone was able to tour the museum, which houses a large display on the Path Finder Force.

I would like to thank Brian and Helen Fillery, Bert Garrett, Maurie and Yvonne Hawkins, Sam Jordan, Noel and Edna Sparrow, Harry Farmer, Graham and Nee Gillespie and Andrew and Vicki Biddle for attending.

(Continued on page 3)



Once you get over the hill, you'll begin to pick up speed.

Restoration News by TRB

After a period with the project in the doldrums late last year and the first month or two of 2007, we had a solid rollup of MAAA volunteers on Sunday 4 March. The RAAF Museum's new Restoration Projects manager Brett Redway briefed us on what he expects our involvement at the Museum will be, and how we can be used as an effective boost to progress. It was a short, no-nonsense meeting; Brett (or B2) told us to expect some diversions from work on A52-600 as pressures on Museum operations increased in other areas. For example, we were asked to work in with other Museum staff and volunteers to help ready exhibits for Avalon 2007; we all agreed to do so.

A team of us have since been employed on re-building A52-600's left side main landing gear assembly. We're all learning on the job, too. When this aircraft was built, a number of components were individually fitted to a particular spot, and, although carrying identical part numbers to a component used somewhere else, have additional tiny punch marks which have to be aligned with matching marks on the mating part. Sounds complicated? Not really, but it means we've now become used to the idea of looking for fine details which aren't immedi-

ately obvious. Plenty of traps for young players on this aeroplane!

The parts which we're reassembling have been restored to 'as new' condition, and are a pleasure to work with. To get to this stage has meant careful disassembly and cataloguing of components, inspection for wear, corrosion etc, recording their condition at all stages, tracing what materials were used in their manufacture, deciding on what remedial actions are required, cleaning and removing corrosion, sending parts to the platers, more inspections to ensure

parts are now airworthy, storing them in the correct location for reassembly when returned, and final preparations such as application of oil or grease. These are standard airworthiness requirements of course, but they're different to average home handyman practice (like mine). This sort of disciplined approach is required from A to Z, which is where the qualified and experienced techo's running the project are invaluable. We can look forward to further positive news next edition.



Some of the enthusiastic looking volunteers at 'B2's (in dark overalls) briefing

15th Anniversary Gathering in Queensland-contd

Everyone was thankful to get together and I was especially encouraged by all the well wishes from those Queensland members who were unable to attend.

David Beazley

(The MAAA Committee is very grateful David organised and ran the Anniversary Day.)

Photo: L to R Harry Farmer, Noel Sparrow, Sam Jordan, Maurie Hawkins, Graham Gillespie and Burt Garrett.



I love cooking with wine. Sometimes I even put some in the food.

Prized Fighters

Paul Edwards a Melbourne writer and photographer put this article together for the RACV "Royal Auto" October 2006 Edition. Reproduced with permission.

The man in the cockpit of the old warplane has an aura of Harold Steptoe about him. Maybe that's because he scrounges bits and pieces from the world's richest aircraft scrapyards: the jungles of Papua New Guinea.

Some people restore old cars, others retouch paintings. Murray Griffiths pulls wrecked planes out of a steaming rainforest, brings them home and rebuilds them. There is an art to finding them, another to restoring them and a nice little earner in selling them. Texas oil barons gush over them; wealthy Brits brought up on Biggles can't get enough of them.



A hangar at Wangaratta's aerodrome is the workshop of the world's biggest warplane restoration company and the Pacific Fighter Plane Collection museum.

In a clangorous maze of half-assembled fuselages, lathes, packing chests and fully restored aircraft, a workforce of more than 30 engineers and apprentices put together bits and pieces dragged out of the lowlands around Madang or the hazy mountains beyond Kokoda.

Murray Griffiths presides over Precision Aerospace Productions for three weeks in most months. The

fourth week he's usually back in his second home: PNG.

"I think there must be thousands of wrecks still up there, both on land and in the sea. The climate isn't good for them, but we can copy the bits and pieces that are too far gone and make new parts here."

Murray's favourite is the Curtiss P-40, the Kittyhawk that was the mainstay fighter-bomber of the RAAF in World War Two. He has rebuilt several, helped restore others in various parts of the world, and has a vast inventory of spare parts. If you're looking for a trunion with moulded

mounting or a nice lower lug for the fuselage, this is where to come.

The work in progress is astonishing.

Here's a bit of fuselage hand-painted with the pilot's 'kills' - you wonder what eventually happened to the pilot and how the plane was wrecked or dumped. Here's a Douglas A20G Havoc flown by Captain J.L. Folse, according to a still-legible message on the cockpit.

"This is history" says Murray. "I get a terrific buzz out of bringing old wrecks back to life. There are not too many of the old air crew still around, so it's important to preserve what we

can. Good fun, too - even hacking your way through the jungle to find the bits and pieces is fun."

It wasn't always like this. The plane restorer was a farmer near Benalla before trying his hand at growing rice in the Riverina.

"I had 10 good years there. But if there's one thing you need for rice, it's water. I could see it was running out, so I got out of the industry and crops have been very ordinary since then. Timing, eh?"

Most farmers can multitask; Murray takes it to the extreme, teaching himself many engineering disciplines and obtaining his pilot's licence so he could fly crop-dusters.

This led to a deep love of flying and flying machines - he rebuilt several Tiger Moths and later bought himself a Winjeel the basic trainer that replaced them in the 1950s. "That started me off - my first historic aircraft. Since then I've expanded my collection and when I could see rice was not looking all that flash, I decided to turn my interest into a business.

"We began as a manufacturing facility at Moorabbin. Six years ago we shifted it up to the aerodrome at 'Wang' - it suits everyone. Wonderful working space. Weather permitting, I can jump in a plane when I like and take a spin through the valleys and mountains."

The company gets commissions to rebuild planes from North America, Europe and Russia, but Papua New Guinea is the richest source. Among many of the restoration projects on the shop floor is a very rare Japanese Tony fighter being rebuilt for the PNG Government. One of the more memorable achievements was bringing together a restored Kittyhawk and its original pilot 60 years down the track.

If it weren't for STRESS I'd have no energy at all.

Prized Fighters—continued

Walk around the cavernous workshop and you start to appreciate what drives the business: a scramble to conserve history, and particularly a tumultuous part of Australia's history.

You'll be staggered that the planes are so small; in the world of Airbus and Boeing, these little aircraft are chihuahuas alongside wolfhounds. But they were the frontline weapons that helped save Australia in its darkest hour - and now it's their turn to be saved.

• *The Pacific Fighter Collection is at Wangaratta Airport, Greta Rd, Wangaratta. It's open for guided tours Wednesday and Sundays, 10am-4.30pm, and for self-guided tours on other days. Call 5722 2432,*



A letter from Grandma

The author (Grandma) wishes to remain anonymous

The other day I went to a local church book shop and saw a 'honk if you love Jesus' sticker.

I was feeling pretty sassy that day, because I had just come from a thrilling choir performance, followed by a thunderous prayer meeting.

So, I bought the sticker and put it on the bumper of my car.

Boy! Am I glad I did. What an uplifting experience that followed while driving home. I was so overjoyed that I hadn't noticed the traffic lights had changed to green.

Boy, lots of people sure love Jesus.

While I was sitting there, a man behind me started honking like crazy and then he leaned out the window and screamed, "For the love of God! Go. Go. Jesus Christ Go."

What an exuberant cheerleader he was for Jesus! Everyone started honking. I just leaned out of my window and started waving and smiling at all the lovely people.

I even honked my own horn a few times to share in the celebration.

There must have been a man from Florida back there, because I heard something about a 'sunny beach'.

I saw another man waving in a funny way with only his middle finger in the air. I asked my teenage grandson what that meant. He said it was probably a Hawaiian good luck sign or something.

Well I have never met anyone from Hawaii, so I leaned out the window and gave the good luck sign back.

My grandson burst out laughing....

why even he was enjoying the experience.

A couple of people were so caught up in the moment they got out of their cars and started walking towards me. I bet they wanted to pray or ask what church I attended.

But this is when I noticed that the lights had changed. So I waved to all my sisters and brothers, grinned and drove through the intersection.

I noticed that I was the only car that got through before the lights had changed again.

I felt kind of sad that after all the love we had shared, so I slowed down and leaned out the window and gave them all the Hawaiian good luck sign one last time as I drove away.

Praise the Lord for such wonderful folks...

Whatever hits the fan... Will Not Be Evenly Distributed.

Avalon 2007 News by TRB



The RAAF Museum's display at the biannual Avalon Airshow this year was bigger and better than ever.

Four complete aircraft were transported down for static display, and other Museum aircraft were included in the flying program (depending on weather).

With temperatures hovering around 40 degrees, wind speeds of 40 knots

gusting to 45 to 50 knots and dust blowing horizontally on the Friday, the Tiger Moth stayed home.

Two of the Museum's permanent staff members (Brett Clowes and Brett Redway) were ground crewing the Museum's Mustang A68-170, and described conditions on the flight line that day as extreme. Fortunately we were inside an air-conditioned marquee and were much better off.

We shared it with the RAAF's merchandising arm, the Fleet Air Arm Museum guys with their Scout helicopter, and the RAAF Roulette flight crew autographing posters and so



on. Many kids had their photos taken 'flying' the Scout, complete with RAN Fleet Air Arm caps of course.

Perhaps some people were just seeking shelter from the conditions, but public interest in the exhibits was high.

These included a Sikorsky helicopter, the prototype Australian-built Rolls Royce Avon engined Sabre, a Mirage IIID, and the only remaining Pika aircraft. Although tiny, the Pika is a real show stopper for me.

Everyone has a photographic memory. Some, like me, just don't have any film.

Avalon 2007 News by TRB—continued

(Continued from page 6)

It's the first jet engined aircraft designed and built in Australia (by GAF) and was the piloted prototype of the Jindivik.

Only two were built, with the first one being written off in a crash during development trials at Woomera. The Pika was capable of remote controlled flight by a ground controller as well as normal manned flight.

I wonder how the pilot felt just sitting there, being flown around by someone miles away on the ground! The directly descended unmanned Jindivik went on to achieve hundreds of export orders, and become one of



staff and members of the transport company, none the worse for wear.

After re-assembly (in the case of the Sabre) and cleaning, they'll be placed back on display or in storage until next time.

TRB

Australia's most successful aircraft.

It's ironic that the expertise built up on the Jindivik program has since been scattered to the four winds, and Australia has recently ordered unmanned aircraft from overseas, with little or no local content.

When we arrived at Point Cook for our next scheduled Mossie working day on Sunday 1 April, the four display aircraft had just rolled up on a convoy of low loaders.

They were *carefully* unloaded by a team of RAAF Museum technical



Never be too open-minded, your brains may fall out.

From the Mailbag

THANK YOU

To the Committee and Members of the Mosquito Association for your kind and comforting expression of sympathy at a time when it was deeply appreciated.

From Fay Davies and Family



Thanks for the bulletin ..great reading ...just one small note

The 777 compressor stall pictured on page 17 of the last Bulletin No. 47, is a fake. This picture has been getting around the web for a while now. Here is the original unaltered image as proof.



One of the major tell-tale defects in this altered picture is that the flames from the engine fire aren't reflected in the shiny under surface of the plane's fuselage, even though the engine's reflection is visible just below the red and white stripes under the "American" logo.

Still its a bloody good piece of Photoshop work!!!

Cheers, Jim Masocco.



Sequel to "A Mossie in Darwin".

On Sunday 10 Sept 2006 I received a most pleasant surprise, for I re-

ceived a telephone call from Bill Orr. At that point I was no more aware of who Bill Orr was, than you the reader is, at this moment.

So here is little sequel to the story I submitted in 2001 that was published in The Aussie Mossie No 30 Sept 2001 under the heading "A Mossie in Darwin".

My contribution contained two photos, one an aerial shot of the Main RAAF and the other a photo of Mosquito A52-511 parked on a dispersal hard standing on the Main RAAF Darwin.

Five years later Flying Officer Bill Orr's call informed me that he had flown A52-511 at Labuan and he seemed delighted to have identified the aeroplane in the photo. Furthermore he went on to relate how on 23 Aug 1945 he together with F/O Ryan were taking off at Labuan when the starboard tyre was punctured and blew out. Coral surfaced strips were rough on tyres. They were now safely airborne apparently with a substantial fuel load for he had two wing tanks and only one useable main under-carriage wheel. His advisers on the ground suggested that the options were either for the crew to abandon the plane and use their parachutes or to attempt a wheels up landing.

Bill said that the choice was easy, so he flew around for awhile and subsequently dropped the wing tanks and successfully belly landed the wooden wonder. His description to me made it all seem relatively routine. The plane was obviously repaired for it remained on strength until Sept 1946.

I was really surprised to receive a call so long after the story appeared and really want to express my pleasure in that it produced this kind of result . Bill doesn't know it but even at age 81 plus I still have heroes and our WW 2 aircrews have never lost that status. Bill, I was so thrilled to receive your call and thanks for taking the trouble to do so..

Bill now resides in the delightfully picturesque seaside suburb of Ormiston. Qld. and recently provided two photographs of the Labuan event.

C. Smith
Benowa



Waters. Qld.

I bought this on eBay and have never seen one before in any of my many books or online. Does the MAAA have one?

DH Mosquito Fighter Plane Identifi-



cation Model

WW2 WWII D.H. Mosquito Fighter Plane Identification Model

This plane and other models were made during WW2 by the Defence Department and were used by hanging them from the ceiling for gunners and observers to learn which planes



were friendly or hostile.

The plane, even though only a few feet away, being small represented what a plane would like thousands of

A balanced diet is not necessarily a biscuit in each hand.

From the Mailbag—contd

yards away.

Note the Defence Department markings on the underside, the plane is made of some type of bakelite/plastic type material. It is showing signs of wear (see photo) and is missing its rear tail rudder but is still a rare piece of World War 2 history.

It has D.H. Mosquito E9-2335 written on the bottom and measures 21.5cm (8.5") wide and 15cm (5.75") long.

Kind regards, Will Carter



I live around the corner from the old Petersham Public School on Gordon Street, being the site of the crash of Mosquito HR576 on May 2nd, 1945.

I thought it may be of interest to some of the members, the following web site holds more information about the incident:

http://www.naa.gov.au/The_Collection/recordsearch.html

Search under 32/32/514 in the reference number field.

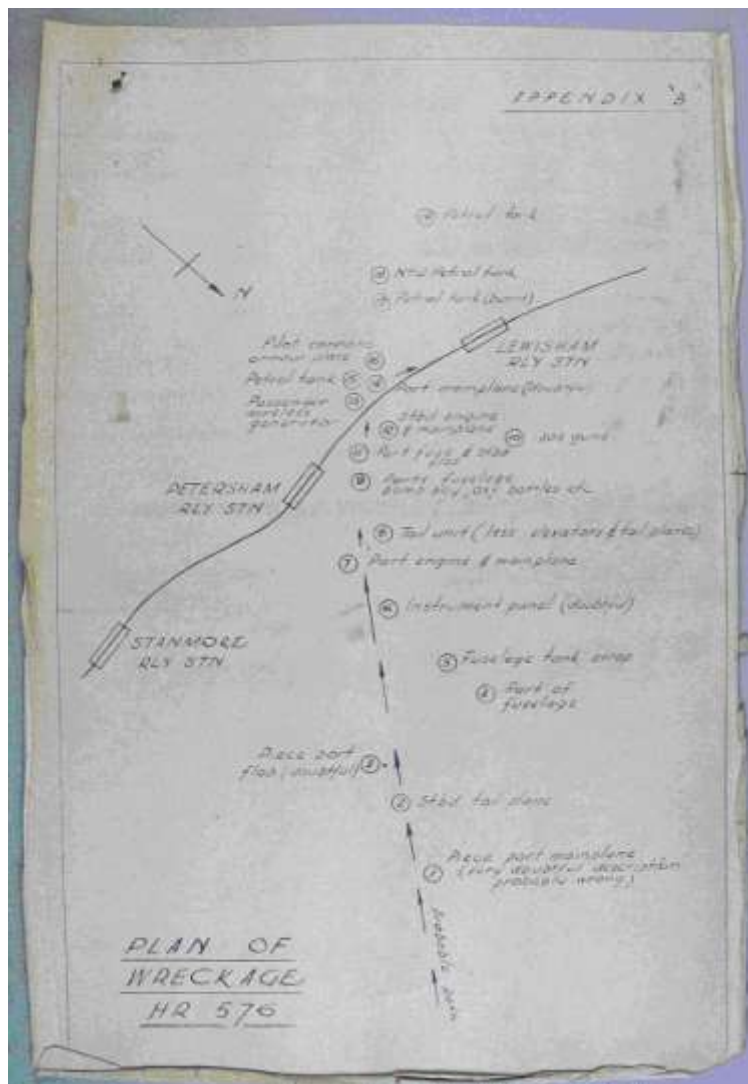
I have enclosed some photos that I have taken at the site.

Kind regards, Will Carter



I came across the following article in a scrapbook and thought it would be worthwhile sending for the members to view.

It was called "Mosquito Makes Base" - 'Intruder in Flames from Oil



Petersham Memorial and Wreckage Plan



Middle age is when broadness of the mind and narrowness of the waist change places.

From the Mailbag—contd

of Destroyed Enemy' from "Flight" magazine dated 18th November 1943.

A De Havilland Mosquito, of Fighter Command, out on intruder patrol one night during September 1943, attacked at close range a Dornier 217 which was on its way home. Following a well-directed burst of fire the Dornier exploded, and the Mosquito caught fire from the backwash of burning oil thrown out.

Flt. Lt. M. A. Cybulski, the pilot was temporarily blinded by the explosion, and the navigator, F/O. H. H. Ladbrook, had to rescue the Mosquito from the uncontrolled dive into which it had been thrown. The pilot then recovered and course was set for base. To add to their troubles on the way home, the airscrew of the port Merlin had to be fully feathered because the engine had been damaged by flying debris from the Dornier.

This made the Mosquito extremely difficult to handle, because most of the fabric had been burned off the rudder and there was insufficient surface left to counteract the turning moment caused by the dead engine.

After they had landed at their base a closer inspection revealed that, besides the trouble from burning, the fabric on the port wing (inboard of the engine), on the underside of the starboard wing, and on the port tailplane had been damaged and torn loose by the slipstream. It was then fully realised what a fantastic sight the aircraft must have presented at the time of the incident.

For this flight and for other outstanding work on intruder sorties, Flt. Lt. M. A. Cybulski (R.C.A.F.) and F/O. H. H. Ladbrook (R.A.F.V.R.), both of No. 410 (R.C.A.F.) Squadron were awarded Distinguished Flying Crosses.

Regards  Trevor Patrick



DH historians may be able to solve the apparent conundrum in the following.

I have a Tiger Moth part on which is clearly written in pencil A17-10219. It is 63cm wide (slightly less than 25 ins) and approximately semi-circular and was originally padded and fits on the top-back portion of the front cockpit.

The RAAF number range for this aircraft as authoritatively described by Group Captain Keith Issacs AFC in his "Tale of the Tiger" was A17-1 to A17-760 plus the odd one A17-964. There was also 100 others that retained their N, R and T four digit RAF numbers.

Also visible on the part is a stamp reading 2mm Coachwood. Batch 79380. ...another reads DHP90. Also a circular stamp roughly like the petals of a flower with the initials FR in the centre.

Can anyone explain the odd number 10219.



C.Smith, Benowra Waters. Qld.

I have some incidents which happened to me whilst flying Mosquito Aircraft but I will have to get them to you later on.

I joined 25 RAF Night Fighter Squadron at Church Fenton in Yorkshire, UK in September 16th 1943. To my knowledge we were the first Squadron to be equipped with Mosquito Aircraft.

No. 85 Squadron Commanding Officer "Cats Eyes" Cunningham, ace at the time with 21 aircraft destroyed who later became Chief Test Pilot for De Havilland had refused the Mosquitos preferring to stay with the Beaufighter Mk VI with Hercules engines which he claimed were more reliable.

One thing that did happen with the Mosquitos at Church Fenton when I first joined them in 1943. We were scrambled and another chap who had just joined 25 Squadron on his first scramble at night turned his Mosquito around at full bore and pranged his starboard wing on a fuel tanker.

Next day they called for a volunteer crew to join RAF P.R.U. Photographic Squadron, naturally he didn't get any option but to go.

Opportunities always look bigger going than coming.

From the Mailbag—contd

On his first operational flight he claimed two (2) German ME110, destroyed by out-maneuvring them until they crashed and naturally he had photographic proof of them both burning on the ground.

JEC Tait, West Wyalong

ps. Of course he did not have any guns so that was even more of a miracle...

I am writing about two of my mates from 456 Squadron who appear in the book entitled "Fighter Nights".

Firstly, the late Flt Lt Ivor Sanderson who was a farmer from Condobolin in the Central West of NSW.

Ivor's widow still lives in Condobolin and his two sons run their property.

Flt Lt "Butch" Hodgen the other mentioned was a mate prior to the war, he worked in Custom House at Circular Quay in Sydney and I worked in Bridge Street with the 'New Zealand Loan'. We used to often have lunch together. "Butch" married a Welsh girl from Swansea when stationed in 456 at Fairwood Common. He is also deceased and his widow lives in Brisbane with one of her sons—we still correspond.

I am in the process of writing a book of my own exploits and will send the Association a copy of some of the more interesting parts of my life in the RAAF and particularly flying the Mosquitos. I love of my life—the Mosquitos.

JEC Tait—Flt Lt 36040 RAAF Ret'd

I am going to build a 2/3 flying example of a Mosquito and wish to thank you for your assistance, I shall cer-

tainly keep you advised of any progress, it is an interesting exercise to apply modern engineering and manufacturing tools to great projects.

A quick point, our other little aircraft is a Mustang II, which is an aerodynamic derivative of the Mustang but not a replica. The wing rib section is the same as the original and scaled down, with its unfortunate excitement in stall included.

The attached picture shows the versatility of Photoshop with regard to the fixed gear and wing mounted



Never feather



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

both together

Junk is something you've kept for years and throw away three weeks before you need it.

WD-40

The WD-40 product began from a search for a rust preventative solvent and de-greaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40.

The Corvair Company bought it in bulk to protect their Atlas missile parts. The workers were so pleased with the product, they began smuggling (also known as "shrinkage" or "stealing") it out to use at home. The executives decided there might be a consumer market for it and put it in aerosol cans. The rest, as they say, is history.



It is a carefully guarded recipe known only to four people. Only one of them is the "brew master."

There are about 2.5 million gallons of the stuff manufactured each year. It gets its distinctive smell from a fragrance that is added to the brew. Ken East says there is nothing in WD-40 that would hurt you.

Some of its uses are:

- Protects silver from tarnishing. Cleans and lubricates guitar strings.
- Gets oil spots off concrete driveways.
- Gives floors that 'just-waxed' sheen without making it slippery.
- Keeps flies off cows.
- Restores and cleans chalkboards.
- Removes lipstick stains.
- Loosens stubborn zippers.
- Untangles jewelry chains.
- Removes stains from stainless steel sinks.
- Removes dirt and grime from the barbecue grill.
- Keeps ceramic/terra cotta garden pots from oxidizing.
- Removes tomato stains from clothing.
- Keeps glass shower doors free of water spots.
- Camouflages scratches in ceramic and marble floors.
- Keeps scissors working smoothly.
- Lubricates noisy door hinges on vehicles and doors in homes.
- Gives a children's play gym slide a shine for a super fast slide.
- Lubricates gear shift and mower deck lever for ease of handling on riding mowers.

- Rids rocking chairs and swings of squeaky noises.
- Lubricates tracks in sticking home windows and makes them easier to open.
- Spraying an umbrella stem makes it easier to open and close.
- Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
- Restores and cleans roof racks on vehicles.
- Lubricates and stops squeaks in electric fans.
- Lubricates wheel sprockets on tricycles, wagons and bicycles for easy handling.
- Lubricates fan belts on washers and dryers and keeps them running smoothly.
- Keeps rust from forming on saws and saw blades, and other tools.
- Removes splattered grease on stoves.
- Keeps bathroom mirror from fogging.
- Lubricates prosthetic limbs.
- Keeps pigeons off the balcony (they hate the smell).
- Removes all traces of duct tape.
- Have even heard of folks spraying it on their arms, hands, knees, etc., to relieve arthritis pain.
- There are claims spraying it on fishing lures attracts fish.

In celebration of their 50th year, the company conducted a contest to learn the favorite uses of its customers and fan club members.

Yes, there is a WD-40 Fan Club!

<http://fanclub.wd40.com/login.cfm>

No wonder they have had 50 successful years.

Experience is a wonderful thing. It enables you to recognize a mistake when you make it again.

Vale

It is with regret that the Association must relay the passing of another of it's members:

VIDLER, Ronald of BALLINA, New South Wales

The Association's condolences go to his wife Kathleen (Kay) and we wish to thank her for continuing the link with the MAAA by taking up his membership.

New Members

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

GREEN, Randall of WERRIBEE, Victoria

SCANDURRA, Gregory of GLEN WAVERLEY, Victoria

Welcome to you Noel, thanks for continuing the association on behalf of your father Bill and mother Phyllis we hope you have a long, enjoyable association and take an active interest in Mosquitos and in particular the restoration of A52-600.

Who forgot to give way?



Learn from the mistakes of others. You can't live long enough to make them all yourself.

The Wooden Bowl by Stan Warburton

This article was forwarded by member Tom Perrott.
He suggests that this is a good lesson in life.

I guarantee you will remember the tale of the wooden bowl tomorrow, a week from now, a month from now, a year from now.

A frail old man went to live with his son, daughter-in-law and four-year old grandson. The old man's hands trembled, his eyesight was blurred, and his step faltered.

The family ate together at the table. But the elderly grandfather's shaky hands and failing sight made eating difficult. Peas rolled off his spoon, onto the floor. When he grasped the glass, milk spilled on the tablecloth. The son and daughter in-law became irritated with the mess.

"We must do something about Father", said the son. "I've had enough of his spilled milk, eating and food on the floor". So the husband and wife set a small table in the corner. There, Grandfather ate alone while the rest of the family enjoyed dinner. Since Grandfather had broke a dish or two, his food was served in a wooden bowl.

When the family glanced in Grandfather's direction sometime he had a tear in his eye as he sat alone. Still, the only words the couple had for him were sharp admonitions when he dropped a fork or spilled food. The four-year-old watched it all in

silence. One evening before supper, the father noticed his son playing with wood scraps on the floor. He asked the child sweetly, "What are you making?". Just as sweetly the child responded, "Oh, I am making a little bowl for you and Mama to eat your food in when I grow up." The four-year-old smiled and went back to work.

The words so struck the parents so that they were speechless. Then tears started to stream down their cheeks. Though no word was spoken, they both knew what had to be done.

That evening, the husband took his Father's hand and gently led him back to the family table. For the remainder of his days he ate every meal with the family. And for some reason, neither husband nor wife seemed to care any longer when a fork was dropped, milk spilled or the tablecloth soiled.

On a positive note, I've learned that no matter what happens how bad it seems today, life does go on, and it will be better tomorrow.

I've learned that you can tell a lot about a person by the way he/she handles three things: a rainy day, lost luggage and tangled Christmas tree lights.

I've learned that, regardless of your relationship with your parents, you'll miss them when they're gone from your life. I've learned that making a "living" is not the same thing as making a "life". I've learned that you shouldn't go through life with a catcher's mitt on both hands. You need to be able to throw something back.

I've learned that if you pursue happiness, it will elude you.

But, if you focus on your family, your friends the needs of others, your work and doing the very best you can, happiness will find you.

I've learned that whenever I decide something with an open heart, I usually make the right decision.

I've learned that even when I have pains, I don't have to be one.

I've learned that every day you should reach out and someone. People love that human touch - holding hands, a warm hug, or just a friendly pat on the back.

I've learned that I still have a lot to learn.

I've learned that you should pass this on to everyone you care about.

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