

Battle Honours for 87 Squadron



Her Excellency Ms Quentin Bryce AC
Governor-General of the Commonwealth of Australia

4 February 2009

The Honourable Kevin Rudd MP
Prime Minister
Parliament House
CANBERRA ACT 2600

My dear Prime Minister,

The Acting Prime Minister wrote to me on 14 January 2009 concerning a proposal to award Battle Honours to Number 87 Squadron, Royal Australian Air Force.

I am pleased to approve Battle Honours for the Squadron for its service during the Pacific 1942-1945, Darwin 1942-1944, Dutch New Guinea, Morotai and Borneo 1945 campaigns.

May I congratulate the Squadron on receiving these awards and extend to their members every good wish for the future.

With my kind regards,

Quentin Bryce

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The President's Log—by Alan Middleton OAM



Our congratulations must be extended to all who served with 87 Squadron and 1 Photographic Reconnaissance Unit, on the award of Battle Honours as detailed elsewhere in this Bulletin, and also to the team of serving members of 87, led by Wng Cmdr, (now Grp Capt), Rick Keir, the first CO after the reconstitution of 87 in 2006, who carried out the research which enabled the Honours to be awarded after such a long pause.

We know these Honours will be a tremendous boost to all as they provide recognition of the efforts of all Members of 87, and its predecessor, No 1 PRU.

Another commemoration event will have taken place by the time this Bulletin is issued in that a plaque in honour of 31 Squadron, Beau-fighters, will have been installed at the Shrine of Remembrance in Melbourne on 4 May.

31 Squadron was based at Coomalie Creek prior to occupation by 87, and Richard Luxton, the owner of Coomalie Creek, will be in attendance, as will as several Mem-

bers of MAAA.

Your Association has already installed plaques in honour of Mosquito personnel at Coomalie Creek, Darwin and Point Cook and we plan to have appropriate recognition of all Australians who served with Mosquito units throughout the world.

The restoration of A52-600 is continuing at a reasonable pace, having regard for the requirement of doing the job properly and the tremendous difficulties encountered with the identification and acquisition of so many individual parts. A method of ensuring the wooden fuselage does not collapse when bulkheads are removed is under consideration. As the proposed method has not been before, great care is necessary and the cost is considerable.

Your Association has agreed to contribute financially towards this operation, so we ask everyone to cross your fingers and give encouragement to Brett Redway, the Project Manager, who has

developed the process.

Our Website and our Archives continue development and we thank Don Taylor and David Devenish who are carrying the burden of these two important activities.

Recently we were able to retrieve a nosecone and sundry Mossie parts from New South Wales which will be useful to the 600 restoration. Past President Roy Urand undertook this journey of recovery and, although there are indications of additional parts located at various places which may be useful to have, it was decided to not proceed with the collection of these extra items without further enquiry as to the nature and condition of them and if they are likely to be useful to the project.

In conclusion, our Editor, Bob Stevens is always happy to receive contributions for our Bulletin, so please send him your paperwork—electronically if possible.

Alan Middleton



Every take-off is optional, every landing is mandatory.

Coomalie Diary—by TRB with Richard Luxton

Coomalie Diary May 2009

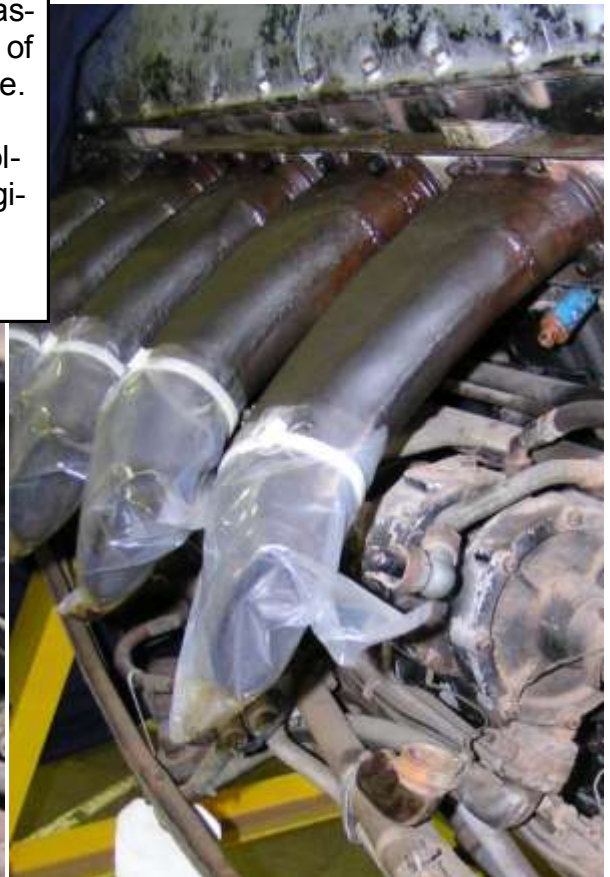
This edition should probably be called “Coomalie Diary, Southern chapter”, as member Richard Luxton recently spent a week in Adelaide (as president of the Aviation Historical Society of the N.T.) at a forum hosted by the South Australian Aviation Museum among other commitments, and the following week in Melbourne.

The Coomalie Connection in Melbourne is alive and well, with eight former WW2 members of No. 31 (Beaufighter) Squadron RAAF plus several family and friends attending a plaque dedication ceremony adjacent to the Shrine of Remembrance near St Kilda Road. Dwyn Delaney, (son of Pat Delaney, 31 Sqdn navigator) flew down from Darwin, and his daughter also attended. Alan and Shirley Middleton



Restored flap actuator assembly next to the “Out of the creek bank” example.

Recently recovered coolant fitting next to an original on A52-600's starboard Merlin



and Terry Burke represented the MAAA and No. 87 Squadron Mossies, who shared the

strip at Coomalie before 31's departure in November 1944.

The dedication service was conducted by Rev. Sion

(Continued on page 15)

If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.

Ern Dunkley DFC Remembered

SQUADRON Leader Ern Dunkley DFC was one of a select few Australians who flew the Mosquito, the F-111 of its day, with No. 464 (RAAF) Squadron in England against hazardous targets in Nazi-occupied Europe.

Dunkley made his mark as an exceptional pilot and leader on October 31, 1944, when he led four aircraft low over Denmark to attack the Gestapo at Aarhus. It was a round trip of more than 1900 kilometers, including about 1100 kilometers over sea, all at extreme low level to avoid German radar.

The Gestapo had taken over three buildings at Aarhus University on the Jutland Peninsula, from where they terrorised and tortured the local Danes and suppressed resistance. The buildings housed Gestapo and secret field police headquarters and their records.

No. 140 Wing, of which 464 Squadron was part, made the attack. Months before, the squadron had used pinpoint bombing to smash the walls of a prison in Amiens, France, allowing more than 250 prisoners to escape. Now, after pleas from Danish resistance leaders, the RAF high command took a chance on Aarhus.

Leading the second section, through the dust and smoke of the first wave, Dunkley hit the main building and headed home after ensuring the other aircraft were safe. Attesting to the raid's accuracy, witnesses reported two bombs going through the ground-floor doors and windows of one building. The Jutland Gestapo and German intelligence networks were out of business and several resistance leaders escaped. Dunkley was awarded the Distinguished Flying Cross for his airmanship, daring and leadership.

Ernest Henry Dunkley, who has died at 88 of cancer in Berkeley Vale, near Gosford, was born in Parramatta to Ernest Dunkley and his wife, the former Agnes Vaughan, proprietors of a corner store.

During the Depression, Ernest left Parramatta Intermediate High School at 15 to help the family finances, earning 25 shillings a week as a page boy at Sydney's Embassy Theatre. Soon after, he joined Sydney City Council's electricity department but, at the outbreak of World War II, enlisted in the army.

Bored with the lack of action in his anti-aircraft company, he transferred to the RAAF in 1941, was chosen for pilot training and married Evelyn Sawyer. He was granted one hour's leave to visit Evelyn in hospital with their twin babies, Jan and Phillip, before heading off to England. He would not see his family for three more years.

Dunkley and his close friend Tony Tuck were posted to No. 4 Squadron to fly Mustangs. On learning that the squadron was to convert to high-altitude photo-reconnaissance work in 1943, the two men deliberately failed the high-altitude medical tests and, eschewing protocol convinced the Australian commanding officer of 464 Squadron to allow them to transfer.

Flying Mosquito fighter bombers, Dunkley took part in dangerous low-level attacks on the Ger-

man V-1 "terror weapon" launch sites. After D-Day in June 1944, he made risky night attacks on enemy transport during the crucial battles that followed the Allied landings in Normandy. Shot down during one sortie, he landed by parachute behind Allied lines but fractured a leg bone. He recovered and rejoined his unit as flight commander in September 1944, a month before Aarhus. He would survive a total of 76 operations over enemy-territory.

Sixty years later, in 2005, he was one of eight Australians honoured by France with the Legion d'Honneur for their contribution to the liberation of France. When he received the telephone call from the French embassy advising him of the award, he thought someone was joking. He told the caller to "bugger off" and hung up. Only a second call and letter would convince him.

At war's end, Ern and Evelyn built



Flying is not dangerous. Crashing is what's dangerous!

Battle Honours for 87 Squadron

GRANT OF BATTLE HONOURS TO 87 SQUADRON RAAF

Advice from Wing Commander Richard Trotman-Dickenson AM Commanding Officer 87 Squadron RAAF

I'm very pleased to announce that Number 87 Squadron has been formally awarded Battle Honours by Her Excellency the Governor General for actions undertaken by the SQN during UVUV11. The letter from HE to the Prime Minister, dated 4 Feb 09, confirming this approval is attached.

The Battle Honours awarded to 87 Sqn are specifically:

- 'Pacific 1942-1945'
- 'Darwin 1942-1944'
- 'Dutch New Guinea'
- 'Morotai' and
- 'Borneo 1945'

The awarding of Battle Honours can be made to a Navy ship, Army combat unit or Air Force SQN as official acknowledgement and recognition of its achievements in specified battles. It is a centuries –old tradition carrying much military prestige to the awarded unit and Honours are therefore only awarded after much careful scrutiny at the highest levels.

The awarding of Battle Honours to 87 SQN for action during WWII is somewhat "late" due to the fact that the SQN was disbanded in the years following the war and before the specified battles were determined and Honours were awarded. Following the reforming of 87 SQN in 2006, it was realised that the SQN was entitled to such Honours and work by the CO and exec team in 2008 has facilitated this outcome.

Generally SQNs which have received such Honours will embroider them onto the Squadron Standard. 87 SQN is not yet entitled to a Standard, as it requires a total formed period of 25 years to qualify for one. However, in the interim a unit without a Standard may create a Banner and display the Honours on the Banner. My intention therefore, is to create a suitable Banner for 87 SQN.

Ern Dunkley DFC Remembered—contd

a home at Padstow and he re-joined the council's electricity department, which was absorbed into the Electricity Commission. An accomplished opening bowler for the commission cricket team, he once took four wickets, including a hat trick, in his first over against a police team. Dunkley was appointed chief clerk coordinating power generation from stations throughout NSW. He could be a hard task-

master, although a forgiving one. After his first marriage ended, he wed Pat Thompson in 1968 and, following his retirement in 1980, they indulged their passion for bird-watching. During Pat's later struggle with Alzheimer's disease, he was her constant helper. After her death, he was an active member of the Alzheimer's Support Group. He also spent every Monday doing voluntary work for

Gosford Hospital, transporting patient rehabilitation equipment. After making 163 blood donations to the Red Cross, he was told to stop, although he would give blood four more times. Ern Dunkley shared his last years with Joan Adams, who survives him, with his children, Jan and Phillip, four grandchildren and three great-grandchildren.
**Leon Kane-Maquire
and Mark Lax**

High speeds are not dangerous. Coming to a sudden stop is dangerous!

A Potted History of 456 Squadron by Bob Cowper DFC + Bar, Legion of Honour (Fr.)

We started our Association with some 90, 456 Squadron members but sadly we only have 21 men left and the rest I now send news out are widows and /or family members who still enjoy the contact. It has been exciting, and the result of years of trying, to have our Badge on the floor of the RAF Church. St Clement Danes in London. The Dedication service was something Special ! Another 11 Badges of Australian Squadrons are to join ours in March next year and will show all who visit this wonderful Church, the contribution Australian Squadrons made in WW2 to the Defence of Great Britain and the eventual victory which made the world a safer place for mankind.! They join the Badges of hundreds of Allied Squadrons who fought in WW2. Thought it all will be of some interest as 456 Squadron was one of the most successful Mosquito squadrons in the RAAF as well as its only Night Fighter Squadron.

Bob Cowper

456 SQUADRON R.A.A.F. NIGHT FIGHTER U.K. 1941-45

456 Squadron was the R.A.A.F.'s only Night Fighter Unit of WW2 and saw service over the U.K. and Europe and was formed on June 30th 1941 at R.A.F. Valley in Wales. Foundation members of the Squadron were a mixture of British and Australian personnel. The first C.O. was Wing Commander Gordon Olive D.F.C. M.B.E. an Australian veteran and Battle of Britain ace whose tally included at least five enemy aircraft destroyed. Later in the war he served in the Pacific War. First Aircraft were Boulton Paul Defiants followed by Beaufighter 2,s equipped with Airborne Radar to enable interception of enemy aircraft at night. The first enemy aircraft destroyed was a Dornier 217 in January 1942. In June 1943 the Squadron moved to R.A.F. Station Middle Wallop, flying Mosquitos, and this brought them into the front line of the defence of the U.K. which enabled it to launch offensives over Northern and Western France. Intruder and Ranger Operations against

Enemy Airfields and the French Railway system were the main targets and 456 were involved. In May Flying Officer 'Peter" Panitz strafed six trains in as many minutes. He was later to become a Wing Commander D.F.C. and C.O. of 464 Squadron.

In December 1943 W/ Commander Keith Hampshire assumed command of the Squadron and ended the war with a D.S.O. & Bar D.F.C. and to his credit put some new life into the Squadron.

Early 1944 saw the move to Ford in Sussex and re-equip with Mosquito XV 11 with improved Radar equipment and from this time on and through D-Day and until May 1945 the Squadron served in the A.D.G.B.(Air Defence of Great Britain) as part of the 2nd Tactical Air Force over France, Belgium, Holland and Germany almost without respite. Prior to and following D-Day 1944 while based at Ford the Squadron destroyed many enemy aircraft over the

Channel and D-Day landing areas. Included were 13 Heinkel 177 Bombers, one of Germany's largest Aircraft fitted with Radio Controlled Bombs designed to sink our Capital ships operating in the Landing area.

456 finished the war with a total of 42 enemy aircraft destroyed plus 29 V1 Flying Bombs, many Locomotives and other ground targets. Intruder patrols as far as Berlin were carried out to cover Enemy Airfields when our bombers were operating over Germany.

All of these successes were a credit to the dedicated work of both the Ground and Aircrews alike. The Squadron had the proud distinction of having the highest serviceability of Aircraft in our Group on a number of occasions which is a credit to the Ground staff who serviced the Aircraft. Following W/CDR Hampshire **D.S.O.& Bar D.F.C.as C.O. W/ CDR Basil Howard,D.F.C.** an immensely popular and respected man was tragically killed after the war ended. S/

It is always better to be down here, wishing you were up there, than up there wishing to be down here!

A Potted History of 456 Squadron - contd

LDR Bob Cowper D.F.C. & Bar acted as C.O. until the Squadron disbanded in June 1945. The Squadron was the first to use the red Kangaroo in the Air Force Roundel in 1943. Copied from the Penny it is

now used on all R.A.A.F. Aircraft and also by Qantas. There is a closeness between all past members of the Squadron which lives to this day, and is evident at all our reunions where there continues deep

friendships which have little or no bearing to rank, trade or capacity in which they served. We are all proud of the part our Squadron played in W.W.2 in the air, at night, in particular.

VIGILANS NOCTE

456 Dedication by Bob Cowper

To the Chaplain of this wonderful Church, to Group Captain Peter Norford and his Staff, and to all of you here today, Welcome! Some with close ties to our Squadron and others who are our friends have supported us and

wish to enjoy the great honour and privilege of seeing the Dedication of our Badge here in this Special Place. We join so many other Air Forces from around the world and remember the part they and our Squadron played in WW2

and the men and women who are no longer here to be with us.

I want to thank the Chief of the Australian Air Force, Air Marshal Geoff Shepherd AO for approving of our Badge. Making it possible to have it join so many others, many from Australia and giving all of us the feeling that we have a permanent record of our years of service in the defence of Great Britain and her Allies. Our contribution was but a drop in the ocean but the role we carried out as Australia's only Night Fighter Squadron is something of which we are justly proud.

I hope that in the years to come our descendants and other Australians will be able to visit this beautiful and holy place and see that the Australian Air Force played their part in ridding the world of our enemies and made it a safer and better place for mankind.

Thanks to all of you who are here this special day and to all who have made it possible. Although I have not mentioned them by name they will all know how much we appreciate their support over a long period. Bob Cowper

The Dedication of the Royal Australian Air Force 456 Squadron (Night Fighter) Memorial Crest



St Clement Danes Church
Thursday 11 September 2008

The only time you have too much fuel on board, is when you are on fire!

The Last Working Aussie Mossies

Article from Flightpath written by MAAA member Doug Morrison sent to us by him to reproduce.

It was at Camden, New South Wales in August 1957 when Morry Lawrence had his two Mossies stripped out of useful equipment and burnt them. I once asked him why he did it and his short gruff reply was "because I promised to!". He hesitated and added "but I didn't like it". At least five ex RAAF Mosquitoes flew in civil guise in Australia and the Mossies that Morry destroyed were the last two, which operated commercially.

Australia's civilian Mossies included VH-WAD (A52-319), bought by Jimmie Woods and which now resides on static display in Canberra; VH-KLG (A52-324), bought by Titus Oates which crashed in Burma en route to London for the air race in 1954; N4928V (A52-177?),

purchased in 1953 by Morry Lawrence on behalf of Clair Waterbury from the USA, he in turn dry-leased it to the CIA for use on central and south American operations (information is still restricted!); and the two PR Mk41s, A52-306 and A52-313, that were sold to World Wide Surveys Incorporated. In early 1954, World Wide Surveys Inc., an aerial survey joint venture between Aero Survey Corporation of Philadelphia and Fairchild Aerial Surveys Incorporated of California were awarded a high altitude (36,000 feet) photographic contract by the US Army Map Service to cover previously unmapped portions of Sarawak and Sabah, Borneo. The contract was lucrative but at that time, there was a problem; there was a dire lack of aircraft either capable or available to fly the work.

Aero Service Corporation, and others, had for a number of years been using P38 Lightnings to fly high altitude photography and the Canadian company Kenting, since 1952, had been operating two ex-RCAF Mosquitoes. Prompted by this, Aero Service, on behalf of World Wide Surveys, decided to check out the condition of the Mosquitoes known to be available in both New Zealand and Australia. They contacted Morry Lawrence of Sepal Pty. Ltd., a Sydney based dealer in aircraft parts, with whom both Aero and Fairchild had had previous dealings, and he advised Aero that fully serviceable RAAF PR Mk41s, ex No. 87 (PR) Squadron, were on the market "at a price" - this did not perturb them. After checking out the New Zealand FBVI Mosquitoes, Joe Mullen, the operations Manager for

Aero Service, arrived in Melbourne in early May of 1954 where at RAAF HQ he identified the two most suitable Mossies then available i.e., the two with the least hours. He promptly wrote out a cheque for A52-306, 313, and a full complement of spares, including engines.

Mullen immediately travelled north to RAAF Base Amberley, Queensland, where A52-306 was



Mosquito VH-WWS at Mascot 1957

Photo: Ed Coates

The propeller is just a big fan in front of the airplane, used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

The Last Working Aussie Mossies (contd)

sitting. According to Max Garroway, the chief test pilot there, it was a surprise when Mullen presented all the proper documentation necessary to take possession of the aircraft.

On the 17th May 1954, Max Garroway with Joe Mullen ferried A52-306 from Amberley to Mascot. Five days later, Max ferried A52-313 from Tocumwal to Mascot and upon arrival, he found that 306 already sported the US registration N1596V and a new paint job. Within days, A52-313 became N1597V.

Borneo and Back

Commercial pressure for making Mossies ready for the survey was intense. When Max Garroway ferried the aircraft

to Sydney, Aero Service was already three weeks late and the lucrative standby rates were going to waste. The other problem was that Aero had no Mossie pilots! Joe Mullen offered Max a job, which Max promptly accepted, resigning his commission. Mullen then hired ex-RAAF Mosquito and East West pilot Bruce McKenzie and two engineers Tony Maurer and Paddy McCarthy.

The modifications to the Mosquitoes were substantial, with the installation of a low-pressure (demand) oxygen system and a considerable amount of hacking into the fuselage for a new Wild survey camera and operator seating.

Following some 36,000 feet test flying out of Mascot, the Mossies were ready, and in early June

he recognized they were nowhere near Cloncurry! With all stations calling, Max could not report that he had landed at Lake Nash, 150 kms to the west of Cloncurry. Max was not happy. The direction had been fouled by the storage of jacking pads fully adjacent to the compass. An attempt was made to have the radio repaired at Cloncurry, but this was unsuccessful so Max continued onto Darwin

without one. Max received a very hot reception from the Department of Civil Aviation (DCA) in Darwin.

To compound this problem, they found that all hell had broken loose as N1596V, enroute to Labuan, had been impounded at Surabaya, Indonesia, and Bruce McKenzie and Tony Maurer had been arrested and were in goal! Surabaya was a fuel stop.



Max Garroway on the right with N1597V

N1596V (306), Bruce McKenzie and Tony Maurer left for Labuan via Cloncurry and Darwin. N1597V (313) with Max Garroway and Joe Mullen departed a few days later on the 12th June 1954.

The trip in N1597V started on the foot with Max having a complete radio transmitting failure out of Sydney and to make matters worse, when ETA was up,

This was a very awkward time both politically and diplomatically for the USA and Australia as the relationship with Indonesia was at a low ebb. The CIA, for instance, was financing and equipping anti-Communist rebels and the local officials at Surabaya had taken one look at N1596V, with a fully installed camera, and immediately suspected this was a spying mis-

When in doubt, hold on to your altitude. No one has ever collided with the sky.

The Last Working Aussie Mossies (contd)

sion. Aero Service had strong Pentagon connections and this, with the assistance of local US and Australian diplomats, was sufficient to have the crew and aircraft released after a few days. N1596V arrived at Labuan shortly after N1597V.

N1597V in the meantime had been absolutely prohibited from landing or overflying Indonesia by US and Australian authorities. So Max, with few options, replanned his flight to Labuan via Sorong in the then Netherlands New Guinea. Flying was at 8500 feet over the Celebes and Kalimantan and directly to Labuan. Avoiding Indonesian territory, according to Max, was impossible.

Arriving at Labuan, Max and N1597V were greeted by the sobering sight of a pranged RAF Mossie adjacent to the strip, which had belly landed five days earlier (RAF MkPR34 RG 268). Labuan was also hot and steamy.

Impatiently awaiting the two Mossies was Ken Slack (the survey project manager), navigators, photographers, laboratory personnel and US Army Map Service representatives. Ken Slack was concerned about the lack of protection for the Mossies in this tropical environment and had the locals build a hangar. This "very cheap" bamboo and palm leaf construction only worked until a brisk storm caused the whole thing to collapse on the Mossies. Luckily, the only damage was a slight gash to the top of the rudder on N1596V.

The survey flying operations were, as to be expected, frustrated by poor weather and low cloud. At one time Max with navigator Ray Law and photographer Jocko McPherson took N1597V to Kuching, Sarawak, in an attempt to achieve production, but in anyone's terms, the flying operations were a disaster and the survey was called off in mid September. N1597V had made it into the air on only twenty occasions in three months and had achieved minimal results. According to Max, N1596V never even got to the stage where the camera was turned on! Despite all this, the survey was a very profitable venture for World Wide Surveys.

On the 21st September 1954 both Mossies were ferried to Darwin (via Sorong) where the crews were greeted by Australian Customs demanding duty be paid for the importation of two aircraft! After much haggling, the aircraft were allowed to continue on to Sydney, with the customs problem to be sorted out later, which it was. Brisbane newspaper coverage of the Mossies' arrival back in Australia had the aircraft returning from a "secret mission".

The Mossies were then flown on to Camden where they sat.

And Then to Broome and Back

In late 1954, Max Garroway test flew the Mossies and according to him, this was the last time N1596V (306) made it into the

air.

Morry Lawrence and Sepal were now the agents for World Wide Aerial Surveys in Australia and had begun pursuing photographic work for the Mossies. In the meantime, the Aero Service component of World Wide had been awarded a contract to fly, map and interpret a regional aeromagnetic survey near Broome, Western Australia, and a decision was made in Philadelphia to configure N1597V for this survey and operate under Sepal's aerial work license.

The American scientist, Homer Jensen, performed this unique and at times frustrating installation of a magnetometer system into a Mosquito at Camden. Although the Mosquito was of wooden structure it was magnetically "very noisy" and required major hacking into the bonding strips (enough to have Max Garroway query the integrity of such work), the removal of the remote reading compass and the replacement of all the control cabling in stainless steel. The magnetometer sensor was installed within the fuselage, which is most unusual as sensors are normally placed in a specially constructed "stinger" or are towed. The electronic equipment and operator's seating was installed in claustrophobic conditions in the fuselage.

Piloted by Max Garroway, N1597V departed Camden for Broome on the 21st May 1955.

The WAPET survey was not the first commercial aeromagnetic survey to be flown in Australia, in fact Adastral Hunting were at

A 'good' landing is one from which you can walk away.
A 'great' landing is one after which they can use the airplane again.

The Last Working Aussie Mossies (contd)

that time flying a survey in their Percival Prince G-AMW (later VH-AGF) on the Yorke Peninsula, South Australia. The credit for the first aeromagnetic surveying in Australia goes to the South African geophysical contractor,

Canning Basin, which includes all of the Great Sandy Desert and the northern half of the Gibson Desert. The eastern extremity of the basin is arguably the most remote part of Australia. The object of the survey was to

sands of photos were used to make photo mosaics for survey navigation.

A formal survey area totaling over 30,000 line kms was flown with Max Garraway as pilot, Dick Brown as navigator and



VH-WWS equipped with extra underwing tanks at Cloncurry in November 1956.
Photo: Ian Wilson

Oscar Weiss, who installed a system in the DC3 VH-BHE. Weiss flew a survey for Western Mining Corporation (WMC) near Southern Cross, Western Australia, in 1948 and significantly, the results from that survey have survived to this day in WMC archives. The Bureau of Mineral Resources (BMR) commenced systematic government flown aeromagnetic surveys with a survey in East Gippsland, Victoria in 1951. The BMR had purchased the DC3 VH-BHE, re-registering it as VH-BUR and installing their own instrumentation.

The WAPET survey area was massive, over 300,000 square kms covering the then ill-defined geological region known as the

narrow down the most oil prospective parts of the basin - aeromagnetic surveys are quite suitable for this preliminary task - in fact subsurface geology and sediment thickness can be interpreted with a reasonable degree of accuracy using the method.

With an area so large, it was decided to fly extensive reconnaissance magnetometer traverses throughout the region and then fly a more detailed survey based on the results obtained.

The reconnaissance work took some weeks. Significantly, the entire area was covered by 1:50,000 scale aerial photography taken by RAAF No87 (PR) Squadron in the late 1940s and early 1950s (probably by Mosquitoes!). Literally thou-

Vince Bertino as magnetometer operator (both being Aero Service Philadelphia employees). The survey was flown at an altitude of 2000 feet barometric, which meant terrain clearance of 500 feet was not uncommon in places, and the speed was quite fast for aeromagnetic survey flying, at about 250 knots.

Interestingly, parts of the survey area bordered on the Pilbara iron ore province, and some magnetometer responses noticed at the time were huge, notably in the Mt Goldsworthy, Nimingarra and Shay Gap region - areas that have since been mined.

According to Max it took over ninety flights to successfully complete the survey with the

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

The Last Working Aussie Mossies (contd)

only serious incident being "... lost the starboard engine on 97V 8 July 1955 when out in the desert. Got back to the circuit at Broome & decided to shed the drop tanks which were both full ..." Max flew out over Cable Beach, which was then vacant but now a popular tourist destination "... and pressed the two jettison buttons whereupon the a/c took a violent lurch to starboard & required full left aileron to hold it level. The tank on the starboard side had failed to release ..." so Max had a dead engine and a full drop tank on the same side! Max asked Vince Bertino if he wanted to bail out (Vince was down the back in the fuselage, in near darkness and in claustrophobic circumstances asking what the hell was going on) but he elected to stay despite the fact he was wearing a chute. "The landing was OK except for the use of full left aileron. A new engine was shipped from Perth.

The survey, which had received national press coverage throughout the operations ended when N1597V departed Broome on the 3rd Sept 1955.

The aircraft then returned to Camden where it again just sat.

Politics and Pressure

When Max test flew N1597V out of Camden in July 1956, after a nine month hiatus, World Wide Aerial Surveys and Morry Lawrence were having a battle on their hands with DCA over obtaining permission to fly the

Mosquitoes on aerial survey in Australia. From the start, permission to use the Mosquitoes had always been restricted to "specialist high level photography" but an argument had developed between Sepal and DCA as to what this really meant Sepal said 20,000 feet and DCA said 30,000 feet. Internal DCA pressure also existed to permanently ground these wooden aircraft they were past their use by date according to some. Top level (including Ministerial) meetings eventually thrashed out a compromise and permission to fly surveys at 25,000 feet was granted, as long as the aircraft were placed on the Australian register and then after twelve months scrapped - Morry Lawrence agreed.

In August through to October 1956, Max Garroway, Ken Rowlands and Kevin Pavlich in N1597V flew a large government 25,000 feet photographic survey based out of Tamworth, NSW, but Max had had enough and resigned to join the opposition Adastral flying Hudsons.

Five weeks later, on the 7th December, the Mosquito VH WWS was test flown by Ken Rowlands and Kevin Pavlich and from then until mid February 1957 was in near continuous use on small surveys. The only incident being on the 11th January 1957, when on survey at 25,000 feet near Tumut NSW, the cabin hatch flew off! Rowlands and Pavlich had also had enough and like Max, joined Adastral.

It is interesting to note that offi-

cial documentation has VH-WWS as previously being N1596V but both Max Garroway and Kevin Pavlich are adamant that it was N1597V. A second registration of VH-WWA had been allocated to Sepal.

Some additional flying did occur with VH-WWS in 1957, piloted by ex-Israeli, Mossie pilot Gerry Vardi, but by midyear it was becoming increasingly difficult to keep the aircraft flying. Morry Lawrence had negotiated to have the life of the Mosquito extended without success. He had no alternative but to strip and burn the aircraft as promised. Morry sold Sepal to Adastral.

Within days, Aero Service and Morry commenced aeromagnetic and photographic operations based out of Sydney with a DC3 (VH-MJR) and a Piper Apache (VH-MJL).

So ended the life of the Australian working Mosquito.

The author would like to thank, Max Garroway, Kevin Pavlich, the late Morry Lawrence, the late Ken Slack and USA aviation historian Norman Malayney for their help in telling this story and their supply of some precious photos. It is in reality their story. Any feedback from readers who have direct knowledge of these two Mossies in the RAAF or at World Wide would be nice, as the RAAF story of these two Mossies is yet to be told.

You know you have landed with the wheels up if it takes full power to taxi to the ramp.

From the Mailbag

From new member Bill Fraser who has a passion for flying a Mossie amongst other aircraft...

I have attached a screen shot of the Mossie I fly showing interior detail which is surprisingly good, well at least sufficient for my purposes. Depending upon the lighting you can also get simulated internal and external reflections on the Perspex. The scenery details are not bad either.

(As you may have gathered Bill is into computer simulation..Ed)

The Mosquito is not an easy aircraft to take off and land. On turning onto the runway threshold you have to remember to run it forward about 5m to straighten the tail wheel, apply the power steadily, counter the LH torque and when the tail comes up watch out for any opposite crosswind effects on the fin. I first learned to fly twins by getting a few hours up on the DH89 Rapide. I then progressed to a Cessna 402 Conquest and then after flying Airbuses I started flying the Mosquito. Right away I felt very comfortable in the Mosquito cockpit and I suspect that was due to my experience in the Rapide. For the techos and enthusiasts I run Microsoft Simulator with hardware that is readily available. It is all readily available of the shelf from firms around Australia. In sum-

mary I use a high end computer (being upgraded to an Intel i series processor) and GTX 280 video graphics cards.

For controls I use a CH yoke and rudder pedals www.chproducts.com and a Go Flight Jet Pilot console www.goflightinc.com However you could use a CH throttle quadrant which has six quadrants, 2x black, 2x red and 2x blue. But I would recommend that you also consider Saitek www.saitek.com and VRinsight www.vrinsight.com. Although all of the Mosquito knobs and switches can be worked with a mouse on screen I have found it much easier and more realistic to use USB panels

and switches especially for the com/nav radios and the autopilot. The autopilot especially as it is not modeled in the working cockpit but the FSX version will respond to control from a Bendix or similar.

If that works out OK you could then build a full size cockpit utilising working USB gauges made by Simkits and sold by Melbourne Flight simulators www.melbourneflightsimulators.com.au and utilising the switches, panels and controls that you have.

If you wish to converse with Bill please drop a note to the Editor.

Bill's Mossie flying over Tullamarine



The probability of survival is inversely proportional to the angle of arrival.
Large angle of arrival, small probability of survival and vice versa.

From the Mailbag—contd

A quick note from Bert Garrett who attended the Christmas Feast printed in last Bulletin.

The Christmas Dinner of 1944 was interesting, you may not know that whilst at Coomalie we had chooks—where they came from, I don't know!

Anyway we were given an "Op Egg" for breakfast when we were on our way to an operational sortie somewhere.

However, I am pretty sure I happened to be selected to behead the chooks for the Christmas Dinner.

Seemed an awful duty to have to prepare 16 or so for the great celebration!!

I think the beer was brought back from a trip to Broome where we spent a night before a trip to Java.



Road trip to retrieve a
Mossie Nose Bowl
26th/27th Dec 2008

I volunteered at the last AGM to retrieve a Mossie nose bowl that had come available from a source in outback NSW as I was travelling to Sydney over the Christmas break anyway.

I spoke to Darcy Hassett, who owns a military museum in Uralla NSW, and arranged to be there on the morning of 27th Dec 2008, after a six and a half hour drive from Liverpool NSW.

Introductions were done, a letter of appreciation was handed over, then a tour of the museum took place. The building is around 40-50 feet in length by about 20 feet in width, big by no means, but absolutely filled with military memorabilia, the tour lasted some 2 hours.

Then onto the nose bowl, the first appearance showed it was in original condition as retrieved by Darcy, still attached to remnants of the tim-

ber fuselage - just wished it was a full aeroplane. After some engineering changes to a container I took up, we loaded the bowl into this transport container onto the back of my Rodeo Ute.

Darcy said he recovered the nose bowl outside the Darwin area some 20 years ago, again Darcy explains that this was brought to him by a friend who travelled around the Darwin area looking for aircraft artefacts, so it is possible the this nose bowl could be from Coomalie airfield itself, who knows?

Roy Urand

The MAAA thanks Roy for retrieving the nose bowl and Darcy for donating it to the Mossie restoration.



One of those days ...

There's this guy at a bar, just looking at his drink.

"He stays like that for half an hour. Then, this big trouble-making truck driver steps next to him, takes the drink from the guy, and just drinks it all down. The poor man starts crying. The truck driver says: "Come on man, I was just joking. Here, I'll buy you another drink. I just can't stand to see a man crying."

"No, it's not that. This day is the worst of my life. First, I over slept, and I got into the office late. My boss, outraged, fires me. When I leave the building, and go to my car, I found out it was stolen. The police say they can do nothing. I hail a cab to return home, but I remember I left my wallet and credit cards in the car. The cab driver just drives away. I walk home and the dog bites me when I sneak around to the back door. I find my wife in bed with the gardener. I have little money in the bank. There is a lawyer's letter there stating my ex-wife is suing me for more alimony. I leave home, and come to this bar. When I was thinking about putting an end to my life, you show up and drink my poison..."

Never let an aircraft get you somewhere your brain didn't get five minutes earlier.

Coomalie Diary—by TRB with Richard Luxton—contd

Hughes, an ex-British Para and Minister to Melbourne's Welsh community. Ken McDonald DFC, author of "Coomalie Charlie's Commandos" unveiled the memorial plaque, followed by the Ode, Last Post, a minute's silence and Reveille. The 'Olds and Bolds' then dismissed to the Olive Tree, a nearby restaurant in Park Street for an extended reunion and lunch.

Tuesday saw a visit to the RAAF Museum at Point Cook, where valuable help was provided by Restorations Manager Brett Redway to identify some aircraft components washed out of a creek-side dump at Coomalie. Brett quickly ID'ed one assembly (of flap actuating rods), and placed the restored (opposite hand) assembly beside Richard's recently excavated one.

Another component was sourced to the coolant system on the Merlin engine, and the last one has entered the Great Unknown basket (it's possibly an electrically heated static vent plate).

An impromptu dinner with the MAAA Committee ended a pretty eventful Tuesday, followed by an extended afternoon at the Australian National

Aviation Museum at Moorabbin airport next day. More news next time from a MUCH WARMER Coomalie Creek airfield.



The forum hosted by the South Australian Aviation Museum attended by member Richard Luxton, held amongst the display aircraft.

New Members

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

Fraser, William John of Lakes Entrance, Victoria

Keir, Richard John of Sylvania, New South Wales

Williams, Marcus of Flemington, Victoria

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

Stay out of the clouds. The silver lining everybody keeps talking about, might be another airplane going in the opposite direction.

Flights of History by Brian Fillery—Part 5

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.

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

- 1949 First round world non-stop aircraft flight, Boeing Superfortress bomber (Mar).
US two stage rocket reaches 250 miles (400 km).
- 1950 Pilot-less jet aircraft, Australia.
- 1951 Mt Lamington, Papua New Guinea, erupts, 3,000 die, almost brings down Qantas airliner flying above (Jan).
- 1952 First jet liner in regular service, de Havilland Comet, on BOAC routes.
Air speed record 698.5 mph (1,124 km/h).
- 1953 Scientists say jet planes can damage eardrums and houses (May).
Air speed record 755 mph (1,215 km/h).
Charles Yeager flies X-1A over Mach 2 (1,652 mph or 2,660 km/h).
- 1954 RollsRoyce Thrust Measuring Rig Flying Bedstead, first heavier than air aircraft without wings or rotors.
Dr David Warren's Black Box flight recorder, Australia.
- 1955 PD11 is first vertical take-off aeroplane.
Air speed record 822 mph (1,323 km/h).
Aircraft altitude record 65,876 ft (20,000 m).
- 1956 Air speed record 1,207 mph (1,942 km/h).
- 1957 London-Moscow air service.
US Vanguard rocket explodes on take-off.
First Earth satellites Sputnik I (Oct) and Sputnik II (Nov, with the dog Laika), Russia.
- 1958 First US satellite, Explorer I, finds Earth
- radiation Van Allan belts (Jan).
National Aeronautics and Space Administration (NASA).
Russian lunar rocket, Lunik I.
US Navy builds four ZPG-3W airships 403 ft (123 m) long, 85 ft (25.9 m) diameter, world's largest non-rigid airships (scrapped 1962).
Hiller XROE-1 Rotocycle, 1 man helicopter, US.
Air speed record 1,404 mph (2,259 km/h).
- 1959 Three Russian probes to moon, one lands, one photographs far side, solar wind discovered.
London's first heliport (Apr).
Two monkeys, Able and Baker, are first live animals to return from space.
Explorer 6, first TV pictures from space.
Boeing 707 trans-Atlantic flight is 8 hrs.
Air speed record 1,526 mph (2,456 km/h).
- 1960 First weather satellite, US.
Russia shoots down US U-2 spy plane, pilot Gary Powers captured (May).
Vertical Takeoff (VTO) Aircraft.
- 1961 Yuri Gagarin is first man in space, Russia (Apr).
Aircraft Black Box Flight Recorder in use.
First successful airliner hijack, lands in Cuba.
TWA airline has in-flight movies.
Air speed record 1,606.5 mph (2,585 km/h).
- 1962 John Glenn is first US astronaut and first to orbit Earth 3 times (Feb).
Mariner 2 sends back data on Venus.
Communications satellite, Telstar I .
- 1963 Valentina Tereshkova first woman in

Stay out of the clouds. Reliable sources report that mountains have been known to hide out in clouds.

Flights of History by Brian Fillery—Part 5 (contd)

- space, Russia.
First private jet aircraft, Lear Jet, US.
- 1964 US Mariner 4 flies past Mars.
First multi-person space mission, Voskhod 1, Russia.
Radar device 'Cat-Spy' detects clear air turbulence 10 miles (16 km) ahead of aircraft.
- 1965 First space walk, Russia (Mar).
Red Arrows display team.
US Mariner 4 sends first closeup pictures of Mars.
US space walk.
Air speed record 2,070 mph (3,331 km/h).
- 1966 US B52 with 4 H-bombs hits refuelling tanker, kills 8, drops bombs.
US space craft Surveyor 1 makes first soft landing on moon, sends first lunar colour TV pictures.
US Gemini 9 launch with 2 astronauts (Jun).
World's first operational VTO aircraft, Harrier jump jet.
US spacecraft Gemini 12 makes first automatically controlled re-entry.
- 1967 Treaty bans nuclear weapons in space, 60 countries sign (Jan).
3 US astronauts die in explosion on launchpad (Jan).
Vladimir Komarov (1927-67) is first(?) man to die during space mission, Russia.
Russian probe to Venus.
- 1968 US B52 bomber with 4 hydrogen bombs aboard crashes, Greenland (Jan).
World's first supersonic airliner Russian TU-144.
US Apollo 8 orbits moon.
- 1969 Boeing 747 jumbo jet, US (Feb).
Anglo-French Concorde supersonic aircraft, maiden flight (Mar - Apr).
- First men on moon, Armstrong, Aldrin and Collins (Jul).
Communications satellite, US Echo (Aug).
- 1970 Boeing 747's first trans-Atlantic flight lands London (Jan).
Concorde 2 flies at 700 mph (1,127 km/h).
- 1971 Apollo 14 moon landing, walk and golf game (Feb).
Satellite navigation.
Earth orbiting space station (Apr).
3 Cosmonauts found dead when Soyuz space capsule lands, Russia (Jun).
Apollo 15 astronauts Scott and Irwin drive Lunar Roving Vehicle on moon (Jul).
- 1972 Croatian terrorists blow up Yugoslav DC-9 airliner, flight attendant Vensa Vulovic survives 33,000 ft (10,000 m) fall strapped to her seat (Jan).
First space probe to leave solar system Pioneer 10, (Mar).
Apollo 16 moon landing and walk (Apr).
Landsat mapping satellite.
Apollo 17 moon landing and walk (Dec).
- 1973 Israeli jet shoots down Libyan passenger plane, Israel (Feb).
US Skylab 4 space station (May).
- 1974 US Skylab station returns to Earth (Jan).
Airbus A300, France.
- 1975 US and Russian space vehicles dock in orbit (Jul).
Russian probes land on Venus (Oct).
- 1976 Concorde starts international flights, trans-Atlantic time 3 hrs 30 mins.
Space shuttle, US.
US Viking I lands on Mars, sends colour pictures, tests soil (Jul).
Air speed record 2,193 mph (3,529 km/h).

Always try to keep the number of landings you make equal to the number of take-offs you make.

Flights of History by Brian Fillery—Part 5 (contd)

- | | |
|--|---|
| <p>1977 Two Jumbo jets collide on runway, 574 die, Tenerife (Mar).</p> | <p>first to circumnavigate world solo in a helicopter.</p> |
| <p>1978 Russian atomic powered satellite crashes in Canada (Jan).
First trans-Atlantic balloon crossing, Abruzzo, Anderson, Newman in Double Eagle II, US (Aug).
Two Russian cosmonauts spend 139 days 14 hrs in space.
Global Positioning System (GPS), US.
Airbus A310, France.</p> | <p>1984 First un-tethered US space walk using jetpack (Feb).</p> |
| <p>1979 US space station Skylab 4, in orbit since 1973, breaks up on reentry (Jul).
First man-powered aircraft crossing of English Channel in Gossamer Albatross.</p> | <p>1985 Air India jumbo jet terrorist attack kills 325, Irish Sea (Jun).</p> <p>1986 Space shuttle Challenger explodes on takeoff, 7 die, US (Jan).
Russian space probe Vega I comes within 5,500 miles (8,800 km) of Halley's Comet (Mar).
Russian 'Mir' space station launched.
Burt Rutan's Voyager makes first non-stop round world aircraft flight without refuelling in 9 days, 3 mins, 44 secs (Dec).</p> |
| <p>1980 Solar powered aircraft
Maxi and Kristian Anderson make first non-stop trans-US flight (hydrogen balloon).
Arianespace Consortium, Europe.</p> | <p>1987 Mathias Rust flies Cessna through Russian air defences, lands in Moscow, is arrested (May).
Airbus A320 wins more orders than any other new plane, France.</p> |
| <p>1981 Reusable Space Shuttle Columbia, US (Apr).
Solar Challenger solar powered aircraft flies the Channel (Jul).
Abruzzo, Newman, and Clark's balloon flight Japan-California 5,768 miles (9,244 km) in 84 hrs 31 mins - world's longest balloon flight.</p> | <p>1988 Daedalus 88 sets record for human-powered flight of 17 miles (27 km) in 3 hrs 54 mins.
Human powered aircraft Icarus flies 74 miles (119 km) in 4 hrs, Greece (Apr).
US warship accidentally shoots down Iranian passenger plane, 290 die (Jul).
Italian jets collide at air show, 46 die, hundreds burnt, W Germany (Aug).
Lockerbie Pan Am 747 terrorist attack, 244 passengers, 15 crew, 11 on ground die (Dec).</p> |
| <p>1982 Russian space probe lands on Venus, sends pictures (Mar).
NASA's airborne observatory.
Spacecraft Pioneer 10 leaves solar system.</p> | <p>1989 Satellite Sky TV (Feb).
Boeing 747-400 enters service.
Air Ambulance, London.
Voyager II sends pictures of Neptune.</p> |
| <p>1983 'Star Wars' missile defence program, US (Mar).
Carbon-fibre aircraft wing.
Sally Ride is first US woman in space (Jun).
Russian fighters shoot down Korean Airlines Boeing 707 passenger plane (Aug).
Lockheed F-117 stealth aircraft, US.
Australian entrepreneur Dick Smith is</p> | <p>1990 Hubble space telescope launched (Apr, has optical problems later corrected in space).</p> <p>1991 Richard Branson and Per Linstrand cross Pacific in hot air balloon.
Helen Sharman first UK woman in space.</p> |

There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.

Flights of History by Brian Fillery—Part 5 (contd)

- | | |
|---|---|
| <p>Pan American airline (since 1927) ends (Dec).</p> <p>1992 Magellan Venus satellite maps 95% of earth's surface.</p> <p>1993 US airlifts supplies to besieged Bosnian towns (Jan).
Repairs made in space to Hubble telescope.</p> <p>1994 Satellite Digital TV, US.</p> <p>1995 US space shuttle Discovery docks with Russian Mir space station (Feb).</p> <p>1996 Russian spacecraft 'Mars 96' crashes</p> | <p>1 day after launch, Bolivia.
Last flying Mosquito in UK, RR299, crashes at Barton Aerodrome, near Manchester (Jul).</p> <p>1997 Cremated remains of Timothy Leary, Gene Roddenberry and 24 others shot into space (Apr).
Mars Pathfinder lands on Mars, 6-wheel vehicle Sojourner explores and sends pictures (Jul).</p> <p>1998 John Glenn, 77, becomes oldest human in space (Oct-Nov).</p> <p>1999 First round world nonstop balloon flight 15 days, 10 hours, 24 mins (Mar).</p> |
|---|---|

Malta Flypast April 2009—by TRB

On a grey, overcast day, a three-aircraft formation launched from Point Cook on Sunday morning, 5 April 2009. The flight was led by Darcy O'Connor in the RAAF Museum's Winjeel A85-049, Murray Wallace in CT4A A19-040, and Warren Hutchinsons in CT4A A19-077. Disappearing behind a passing shower, they reappeared thirty or forty minutes later to flick off into the circuit and return to the flight line in front of the Museum. It was a small but significant role in Museum affairs, saluting a courageous and important period in the history of WW2.

As we watched Darcy depart later in A68-170 for the days' interactive flying display, Murray explained that the flypast ("A bit bumpy down St Kilda Road, Melbourne, but a

bit smoother coming back over the Bay") was to commemorate the Island of Malta's defiant stand against determined airborne and naval attacks by German and Italian forces. He added the story of one of the "olds and bolds", an Australian member of the RAF who flew a Spitfire off a pocket handkerchief-sized British aircraft car-

rier in the Med, to help relieve the siege of the Island when military and civilian members of the population alike were at their last gasp.

During the flypast, wreaths were laid in a remembrance service at the Malta Memorial, adjacent to Melbourne's Shrine.



You start with a bag full of luck and an empty bag of experience.
The trick is to fill the bag of experience, before you empty your bag of luck.

New Members

- China's first space craft.
NASA 'loses' \$US125 million space craft near Mars due to software fault.
Arianespace Consortium's Ariane 5 rocket launch, French Guiana (Dec).
World straight-distance hang-glider record 308 miles (495 km).
- 2000 Air France Concorde crashes, 109 die and 4 on ground, France (Jul).
Ministry of Defence's Defence Intelligence cell DI55 completes report 'Unidentified Aerial Phenomena (UAPs) in the UK Air Defence Region' (released May 2006 under Freedom of Information Act).
- 2001 Terrorists crash 2 airliners into World Trade Center, NY, 1 into Pentagon and 1 into ground, 3,056 die (Sep 11).
- 2002 Model plane flies Atlantic, Newfoundland-Ireland.
Steve Fosset flies balloon solo round world non-stop in 13 days, US.
- 2003 Space shuttle Columbia breaks up on re-entry killing all 7 crew (Feb).
China's first manned space flight (Oct).
Last commercial flight of Concorde, London-NY and return (Oct).
- 2004 Bert Rutan's White Knight launches SpaceShipOne into space, first private space flight to reach 367,500 ft (112,014 m) altitude.
Unmanned X-43A Scramjet flies at Mach 9.8 (7,266 mph or 11,693.9 km/h), US.
- 2005 Steve Fossett flies solo round world non-stop without refuelling in 67 hrs 1 min.
Anglo-French A380 Airbus (500-800 passenger) makes maiden flight.
- 2007 Delta 2 launched to explore asteroid belt, US.
Airbus A380 makes maiden commercial flight (Oct).
- Brian has additional data available upon request.

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Helicopters can't fly. They are just so ugly the earth repels them.