

W4050 approaches 70 years of age



The original day bomber proto-

type, W4050, was rolled out on 19 November 1940, and first flew on 25 November, only 10 months after the go-ahead from the British Air Ministry.

The original estimates were that as the Mosquito prototype had twice the surface area and over twice the weight of the 1940 Spitfire Mk II, but also with twice its power, the Mosquito would end up being 20 mph (32 km/h) faster.

Over the next few months, W4050 surpassed this estimate, easily beating the Spitfire Mk II in testing at RAF Boscombe Down in February 1941 at a top speed of 392 mph (631 km/h) at 22,000 ft (6,700 m) altitude, compared to a top speed of 360 mph (579 km/h) at 19,500 ft (6,000 m) for the Spitfire.

"In 1940 I could at least fly as far as Glasgow in most of my aircraft, but not now! It makes me furious when I see the Mosquito. I turn green and yellow with envy. The British, who can afford aluminium better than we can, knock together a beautiful wooden aircraft that every piano factory over there is building, and they give it a speed which they have now increased yet again.

What do you make of that? There is nothing the British do not have. They have the geniuses and we have the nin-compoops. After the war is over I'm going to buy a British radio set - then at least I'll own something that has always worked."

Hermann Göring, 1943.



The President's Log—by Alan Middleton OAM



Since our last issue, the Annual Meeting has been held and I am delighted to report all retiring Committee Members were re-elected without any challengers. Having said that some new blood on the Committee would be appreciated.

Our Membership is spread throughout Australia, in fact, throughout the world, and without our Members continuing to demonstrate their loyalty -ie. paying the Annual Subscription - the Association would not be financial. Once again I am pleased to inform you that the subscription for the 2010-2011 year remains at \$20.00.

Accordingly, I offer my sincere thanks to each and

every Member for their continued interest in the Aims of our Association, especially:-

2.1 To provide fellowship and develop acquaintances among persons having a common interest in the DH98 Mosquito Aircraft in general and the Mosquito Aircraft A52-600 in particular.

2.5 To advance and preserve the memory of those persons who designed, produced, flew and serviced the DH908 Mosquito Aircraft.

Your continuing Membership gives great encouragement to the dedicated Committee Members in their outstanding contribution to ensure the Objects mentioned above are fulfilled, and, on behalf of the whole Membership, I sincerely thank your Committee.

Sometimes, those of us who are involved with the restoration of A52-600 feel the progress is not as vigorous as we would like, but then we realise the enormity of the job to restore a historical artefact, and we consider that, while the restoration is continuing, there is a constant reminder of the outstanding contribution of those who were associated with the Mosquito during WW2, and we accept that there is a continuing and growing monument to their memory.

My best wishes to all,
Alan Middleton

Payment of subscriptions for coming year

To cut down on the number of cheques and postal notes that have to be processed, the Association has added a direct credit facility straight into our bank account. Details for this facility are on the invitation to renew your membership, enclosed with this Bulletin or mailed separately if you are getting your Bulletin by email.

If you use this direct credit banking facility, please, please, please put your name, your surname or your membership number on your electronic funds transfer screen when sending a payment.

The anonymous credits, especially those from "NETBANK" are totally useless when trying to update the MAAA membership database with the payments ...

The first man-made item to exceed the speed of sound is the bull or leather whip.

65th Anniversary of VP Day at Coomalie by TRB

I left a cold and wintry Melbourne at 12:55 Friday 6 August 2010 on an A321 Jetstar no-frills flight to Darwin, quickly cleared the crud, scattered cumulus as far as the Murray then open skies with a clear view of the landscape from 32000 feet.

Pretty dry and brown north of the river, but water in the Anabranche (of the Darling River) and Menindee Lakes. Strzelecki Creek appeared (with water in it), flowing south into Lake Blanche, then Cooper Creek as clear as a bell. Lake Eyre was faintly visible on the far western horizon, but couldn't see if the Cooper had made it that far.

We were soon over the Diamantina/Warburton system with the Groove and north of Lake Eyre visible (all with water), followed by the dunes of the Simpson Desert. These gave way to rocky old hills of the east McDonnell ranges which faded into smaller hills and some greener country, then the Adelaide River country south of Darwin, over a small bushfire (which caused quite a bump) just before we touched down.

28 degrees warm, picked up a hire car then met up with Richard Luxton, President of the Aviation

Heritage Society of the N.T., my host for the next eleven days. I followed him down in the warm dusk to his home at Batchelor about 100km south of Darwin. Lots of catch-up yarns, good company and pub grub at the Rum Jungle Tavern, then home for more catch-up news which turned into a midnight departure for bed.

Saturday morning we travelled down the 15km or so to RL's property of around 10000 acres, Coomalie Farm, which includes most of the former RAAF base (Coomalie Creek) including the heritage listed airstrip, 31 and 87 Squadron camp sites, various signals units, anti-aircraft (both Bofors and machine gun) emplacements and more.

The weekend 7-8 August was the Aviation Heritage Society of the N.T.'s annual picnic. We prepared the site for visitors, who started arriving soon after lunch. In pride of place beside the strip was RL's latest acquisition, an ex-RAAF 6 Communications Unit Avro Anson W193 XJ-W.

Its nose art is "Fentons Flying Freighters" which is now commemorated on a tee shirt – the legendary Doc Fenton flew around the Territory pre-WW2

providing medical and other care to isolated communities and stations, and the RAAF quickly rounded him up to do much the same stuff (on a bigger scale) in wartime.

Together with other Aggies, it operated from Batchelor and was a regular visitor to Coomalie. We positioned RL's Feisler Storch replica as a pointer to the display area, and RL started meeting and greeting the arrivals; Nick Bellfield's Harvard was among the first ar-



R17 Finals at Coomalie Creek

In medieval England, beer was often served with breakfast.

65th Anniversary of VP Day at Coomalie by TRB—contd

rivals, followed by a 172 and Tiger Moth. Pilots jumped in the 172 and were quickly away, to return later in the DC-3 VH-MMA. Watched 3 gyrocopters (Subaru car engine powered) arrive, along with several RV's, Drifters (ultralights) and other light aircraft, about 20 all up.

I scored a 20-30 min flight in the DC-3 around the local sights at about 1000ft. which was superb! A catered bbq tea followed, then a highly accomplished folk group started up. Crossed the strip for a bonfire, more yarning and a couple of the musos unplugged, Sand Williams sang a couple of her iconic Territorian songs (she and her group have booked Carnegie Hall for late next year!), and finally rolled out the swags at one of RL's huts on the base at around 01:00 – what a day!

Dawn patrol was flown by an RV Sunday morning, complete with aerobatics, then strapped my bum in a Drifter for a local flight and plenty of photos.

Janette Wilson visited from a neighbouring property, arriving on her just-broken Waler filly 'River Gum' – wonderful sight.

Harvard departed complete with a high altitude reconnaissance pass, then the DC-3 returned to Darwin, complete with RL on board. I drove north to pick him up, and found myself with an extra two Brits on board.

They'd been driving their Britz (of course) RV past Coomalie Saturday afternoon, saw some aircraft mucking about, and came to investigate. They were welcomed, stayed the night and enjoyed the DC-3 flight.

Back to Batchelor for a late lunch,

more yarns, dinner at the Tavern then back to RL's place where they'd parked their van for the night. It's that sort of gathering.

Monday was a clean-up and chores day, then I had Tuesday off. Scrambled up a sort of track to one of the hilltops near the airstrip on Wednesday to find an old AA site: 2 Bofors emplacements, observation/signals posts and machine gun emplacements overgrown but still all there (minus guns). Saw a couple of roos, lots of birds, butterflies, an ore train on the Ghan line, heaps of traffic on the Stuart Highway down to the west and a couple of C130's up here on exercise.

Thursday 12 August 2010 and what a ripper day! The weather's been near perfect with 28 – 30 degree clear days and 18 – 20 degree nights. We set out for a guided tour of the surrounding country in RL's Mazda tray-back ute: out past Batchelor airfield, then followed the old Coach Road and former North Australian railway, opened in 1888.

Gould airfield was connected by taxiway to Batchelor during WW2 but is now overgrown, and the land south of here is being developed in half square mile (320 acre) blocks.



Because of the rotation of the earth, an object can be thrown further if it is thrown West.

65th Anniversary of VP Day at Coomalie by TRB—contd

Saw an offshoot from the old railway into the bush, and we wound our way by a different route to its destination: a huge munitions dump, lab facilities and lots of infrastructure including roads, railway sidings, power station and more. This was the WW2 Snake Creek facility, where shells, bombs, munitions and whatever were prepared and shipped out for immediate use.

Cavernous bunkers carved into the hillside are all still there too. Sitting quietly in the bush as it was left in 1945, this is a walk back into history.

Back on the old Stuart Highway, we headed into the town of Adelaide River, then to the Adelaide River War Cemetery which is a beautiful and peaceful spot. I spent a quiet moment or two beside Uncle Jim's (Squadron Leader F.J. (Jim) Gillespie) grave, placing a couple of frangipani blossoms on the tablet.

Bought a homemade fruitcake at a street market, then back up the highway to Coomalie for the all-important cuppa and slice of cake. Proceeded with clean-up and set-up stuff, and returned to find a scatter of packaging, a satisfied-looking dog and no fruitcake.

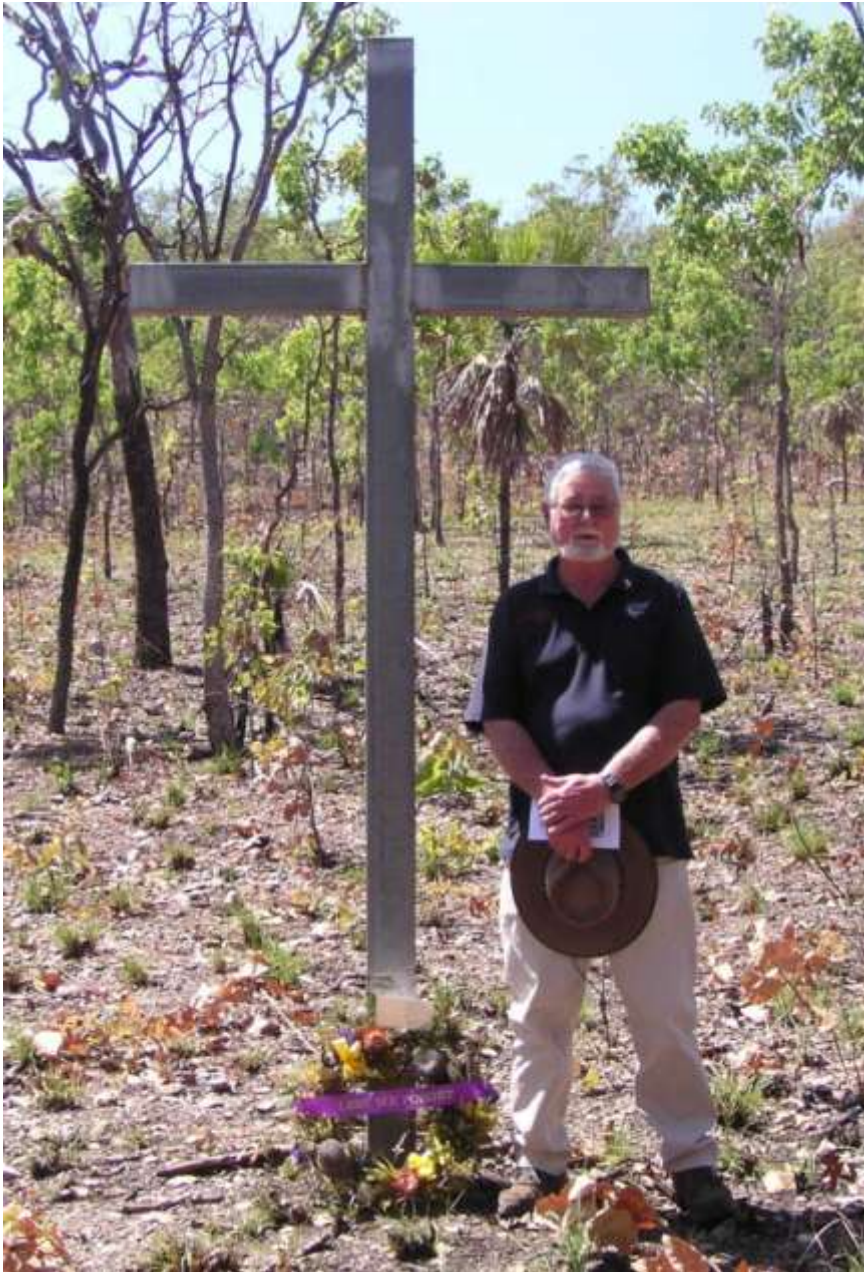
Bloody dog!!

Back to Batchelor, another trip to the strip, some shopping then food preparation for this evening's bbq. Some of RL's mates joined us at Coomalie for tea, including John, Christine, Sue and Laurie who bakes the best bread in the Top End. Bangers on his bread then steaks on the hibachi, salads and smooth reds followed by Sue's fresh Cavendish bananas off her tree followed by cuppa and port. No fruitcake. Back to Batchelor to bed.

Up at 06:30 Friday morning 13 Aug, and spoke live on ABC FM Radio's breakfast show with Julia Christenson for about 5 minutes. She's good; she has that ability to draw you out with well-timed, thoughtful questions. I'm not used to this sort of thing, and was a bit nervous at first then OK.

Repeat performance on Saturday with a different presenter, then spoke to Macca on ABC National's "Australia all Over" program on Sunday morning from the Adelaide River War Cemetery. His producer Leigh is great; she can spot an interesting topic a mile away, put me through to Ian

'Macca' McNamara almost immediately and I was able to present a précis of Sunday's events both at the Cemetery and Coomalie. Macca also has that gift of winking out the story; no wonder his program is enjoyed at home and abroad on Radio Australia.



The average human body contains enough fat to make seven bars of soap.

65th Anniversary of VP Day at Coomalie by TRB—contd

Back to Friday. I drove up to Darwin later in the morning to hook up with RL at his Westralia St. house. This is a Sidney Williams hut that's had a variety of lives including use as a shop and dwelling, emergency accommodation after Cyclone Tracy in December 1974 and currently as a home office. It's just been granted a heritage listing which came with a grant for restoration work. There's also a new, partially built house on the block, with soaring roof planes, minimalist lines, open spaces. It's not only brilliant architecture, it's great design.

To Café Roma for lunch, then to ABC HQ; they plan to send a TV film crew down to Coomalie on Sunday and we had a briefing with the presenter.

Picked up two wreaths from a florist at Winnellie which are the goods; native flowers, ferns and stuff complete with "Lest we forget" ribbons.

Back to Batchelor past a bushfire near the 47 Mile; there was a largish one just over near the termite mounds in Litchfield N.P. on Wednesday which closed access to the park (no-one injured), and a small one which came within a house block of RL's place on Thursday. Over to the Tavern for tea, more yarns then bed.

Second ABC radio interview this Saturday morning 14 Aug, then over to the strip to check on the RAAF Cadets who were down for a training exer-

cise. RL briefed them and their commanders on taking part in tomorrow's "Return of 609" re-enactment of 15 August 1945.

Drove RL's front-end loader (and immediately had the urge to push down something/anything!), delivered drums to the main dam, prowled around the creek bank where Mossie parts have been exposed (most likely dumped after the A52-605 fire), sigs unit, base of old control tower and so on.

Back to Batchelor late afternoon for a Quiz Night at Batchelor Bowls Club, the oldest in the Territory. We neither won nor disgraced ourselves; finishing second. More yarns and photos back at Kirra Crescent and finally, bed.

Sunday 15 August 2010, ***the 65th anniversary of VP Day***

I drove down to the Adelaide River War Cemetery and laid a wreath at the foot of the Cross. Standing near the gates, I rang Macca and was speaking to him 15 minutes later.

Incidentally two people who heard it were Bob Stevens (Hon Sec, Treasurer and Editor of 'Aussie Mossie') of the MAAA in Melbourne and immediately rang me, and my wife Pattie who'd been listening as well. Great to catch up.



The strongest muscle in the body is the tongue.

65th Anniversary of VP Day at Coomalie by TRB—contd

Quick trip up the Track to Coomalie where things were starting to hot up. An RV aerobatics display kicked things off, then Nick Bellfield in his restored WW2 Harvard flew a first pass from north to south, peeling off over Jim Gillespie's crash site as a mark of respect. He then made a series of low passes from south to north



with the crowd lining the strip (just like in 1945) and punching the air in jubilation. It looked the goods, especially with the RAAF Cadets involved; photographers in the crowd will have some memorable shots from that lot! The ABC film crew (James, presenter and Dane, cameraman) were there and Dane shot some magnificent footage of the fly past. They'd interviewed RL and myself earlier, and took more footage up at the Chapel, which was our next move.

The Commemoration Service was a moving occasion. It was conducted by Canon Bill Dunbar, former Anglican Bishop of the N.T. and Rev. Ian McDonald (who had conducted the 60th. Anniversary service in 2005) in the beautiful 31 Squadron Chapel set among the gum trees.

During the service Richard Luxton spoke about the base during WW2 and the importance of its historical and heritage links. I gave a short speech in memory of Squadron Leader Jim Gillespie and his tragic death in a crash just a few days before the end of the war and in memory of all those who didn't make it home, then laid a wreath at the foot of the Cross. Listening to the "Ode to the Fallen" is always an emotional experience for me, and in a quiet moment after the service I mentioned to RL that I feel a real affinity for this place. He replied "Your Uncle's still here". We smiled, and nothing more was said.

We mingled after the service down at the old hospital site for a cuppa, then back to Batchelor to pack up.

Left the car at Darwin Airport, then had a sight-seeing tour around Darwin to finish up in the centre of town at the Darwin Festival which was in full swing. After excellent Asian food at a marquee in the gardens we returned to Westralia to watch the 7 o'clock news on ABC. Sure enough, Coomalie was mentioned in the lead-in grabs, then a 2 minute segment later in the bulletin; that classic photo of 609's return was shown, then a fade-in to Nick Bellfield's fly past earlier in the day. Commentary was provided by James, with cuts to RL's and my interviews; a first class presentation.

Back to the Festival to catch an excellent Filipino-Indigenous Australian music group (Darwin Rondalla, who played guitars, bass and some mandolin-like 14-stringed instruments), and finally back to the airport for a Redeye Special flight back to Melbourne. It was a thoroughly absorbing ten days, and yes, it's always good to get home.

Terry Burke

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When you sneeze your heart stops for a millisecond.

Caulfield Racecourse Lone Pine Memorial

A legacy for Australia's Service Personnel.

The 19th Century thoroughbred visionaries who built a racing home for amateur jockeys 134 years ago, would not have dreamed that the Victorian Amateur Turf Club (VATC), now Melbourne Racing Club, would play a vital role in the WWII 'Battle for Australia'.

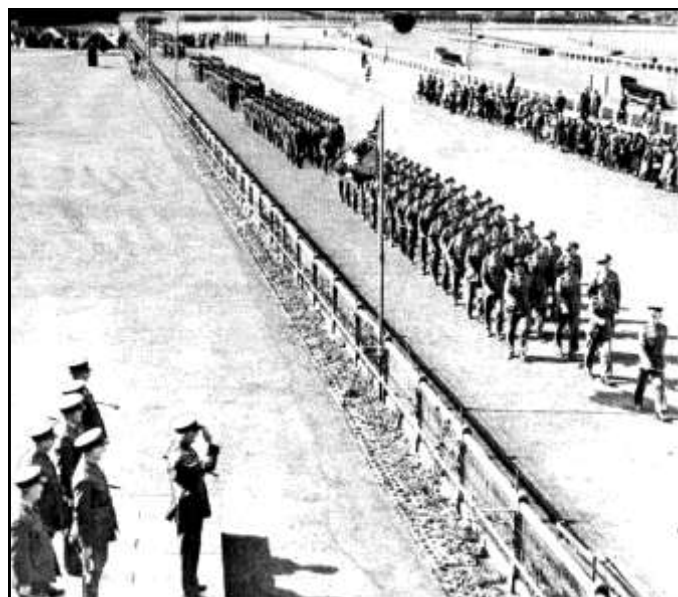
At the start of 20th Century, Caulfield had developed into one of the nations finest racecourses. Many personnel with close connections to racing were called to the Great War of 1914-1918.

The 1915 Anzac landings at Gallipoli and the horrific battles that ensued in unspeakable circumstances throughout could not have been imagined by Herbert Power and the VATC racing developers and power brokers of 1875.

In 1939, war in Europe was declared. During the following year, Caulfield Racecourse facilities and spacious lawns came under Australian Army scrutiny – the nation's military arm was in need of a logistics base as part of the global conflict.

During March 1940, the Army commenced occupation of the racing precinct and VATC meetings were transferred to Flemington. The Racecourse camp was critical for the rapidly developing war effort.

The Army used the Racecourse primarily as a recruiting depot and barracks – its function was to process thousands of recruits who were put through medical examinations by the 73rd Army



Camp Hospital before being passed to serve the nation.

By 1942, the threat of Japanese invasion and occupation of Australia had become a reality with fierce and bloody fighting to our north. Caulfield racecourse continued its role until February 1944. The VATC's first post-war race meeting was held in August of that year.

In 1995, the 'Australia Remembers' campaign became a year of national commemoration that marked the 50th anniversary of the end of WWII.

The heroism and ultimate sacrifices by the many thousands who served in both wars inspired the Melbourne Racing Club to recognise all wars, conflicts and peacekeeping operations with the planting of a 1 metre Lone Pine tree at Caulfield Racecourse.

The Lone Pine, propagated from one of many Gallipoli pine cones that filled the back packs of Anzacs upon their return to Australia in 1918, is a tangible indication of the appreciation of the racing industry and the breeding community for the contribution of Australian Servicemen, Service women and their families.

The healthy Lone Pine that vigorously grows on its sacred Racecourse site has its roots in the bloody soils of Gallipoli and stands testament to the spirit of Anzac — part of the foundation of modern Australia — a spirit that lives to the present day.



The total length of all eyelashes shed by a human in their lifetime is over thirty metres.

Friends of the RAAF Museum Annual Dinner

Peter Isaacson [AM](#), [DFC](#), [AFC](#), [DFM](#) had us all riveted on Sat 5th June, as he took us through detailed pre-flight preparations for a typical Pathfinder mission over Germany during WW2, including break-



fast ("If we were lucky, we even got an egg with our baked beans"), pre-flight briefing ('target for tonight' announced, courses indicated, known flak and searchlight positions, night fighter bases and patrol areas noted, and finally homeward bound courses identified). Statistics he presented highlighted the appalling aircrew losses endured by RAF Bomber Command (and the USAAF Eighth Air Force) during this campaign.

A former RAAF officer who served with RAF Bomber Command during WW2, Peter was guest speaker at the Friends of the RAAF Museum's Annual Dinner at the Yarraville Club, Yarraville in Melbourne. He led Lancasters of the Pathfinder Force on night raids over Germany and Italy, whose task was to locate the target and mark aiming points with (usually) flares as accurately as possible. Bomb aimers in the main bomber stream then used these markers as references for their dropping

points. Highly accurate navigation was called for; navigation aids such as radar, H2S and (later) Oboe were developed as the war went on making life a little easier, but each crew had to be a tightly-knit unit to produce the accuracy required of them.

Many books have been written on England's RAF Path Finder Force and Bomber Command. Hearing about it from a Squadron Commander who was there, in the thick of it, gave additional weight to the appalling statistics on survival rates. Peter Isaacson's views on Air Chief Marshal Sir Arthur ("Bomber") Harris's conduct of the night bombing campaigns against Germany and Italy (highly laudatory) were illuminating to say the least; the audience was silent, attentive and appreciative throughout his speech. Most of us were mesmerised to the extent that he really **was** that Squadron Commander of 1943, 1944 or 1945; he received prolonged applause at its conclusion.

One of the (predictable) questions afterwards was "Why did you fly Lancaster Q-Queenie under the Sydney Harbour bridge?" The response was equally predictable: "To get to the other side!" To round off the evening, Committee member and editor of FoRM's "Aerogram" magazine Andrew Willox presented an ex-Lancaster emergency fire axe (yes, the real McCoy!) to Peter. Around 70 people attended, and the Mossie table included Alan and Shirley Middleton, Bob Stevens, Terry and Pat Burke, Bob and Pat Greenwood and FoRM Committee member Wayne Callanen.

Terry Burke



An elephant can throw a baseball faster than a human.

Sick and tired of traffic jams—here is the Terrafugia



Terrafugia has completed flight testing of the TransitionR.
Simply land, fold your wings and drive home to your garage.
Fly a distance of 725 kilometres at speeds of 184 Km/hour;
Requires a special license to drive and fly.
The time required for the transition from plane to car takes less than 30 seconds.
Vehicle speed 185 km/hour, range is 724 km on highways.
Vehicle is fuelled with petrol, and the price of the car is expected to be around US\$200,000.
The first shipment will be in 2011.



On average, 13 people die every year from vending machines falling on them.

Sick and tired of traffic jams—here is the Terrafugia



The bloodhound is the only animal whose evidence is admissible in an American court.

Merging a gun and an aircraft together

First there was this gun...

It was developed by General Electric. It's one of the modern-day Gatling guns. It shoots very big cartridges and shoots them very quickly.

It shoots at a rate of 4200 30mm rounds per minute. Yes, *four thousand*. Pilots typically shoot either a one or two second burst which set loose 70 to 150 rounds. The system is optimized for shooting at 4,000 feet.

The people at Fairchild-Republic said "Let's build an airplane around it" and called it the A 10 Thunderbolt.

They made it so it was very good at flying low and slow, and shooting things with that fabulous gun, but the downside was the bad guys like slow and low aircraft. It had to be bullet-proof so the pilot sits in a very thick titanium alloy "bathtub."



Because the engines are mounted so high (away from ground debris) and the landing gear uses such low pressure tires, it can operate from a damaged airport, interstate highway, ploughed field, or dirt road.

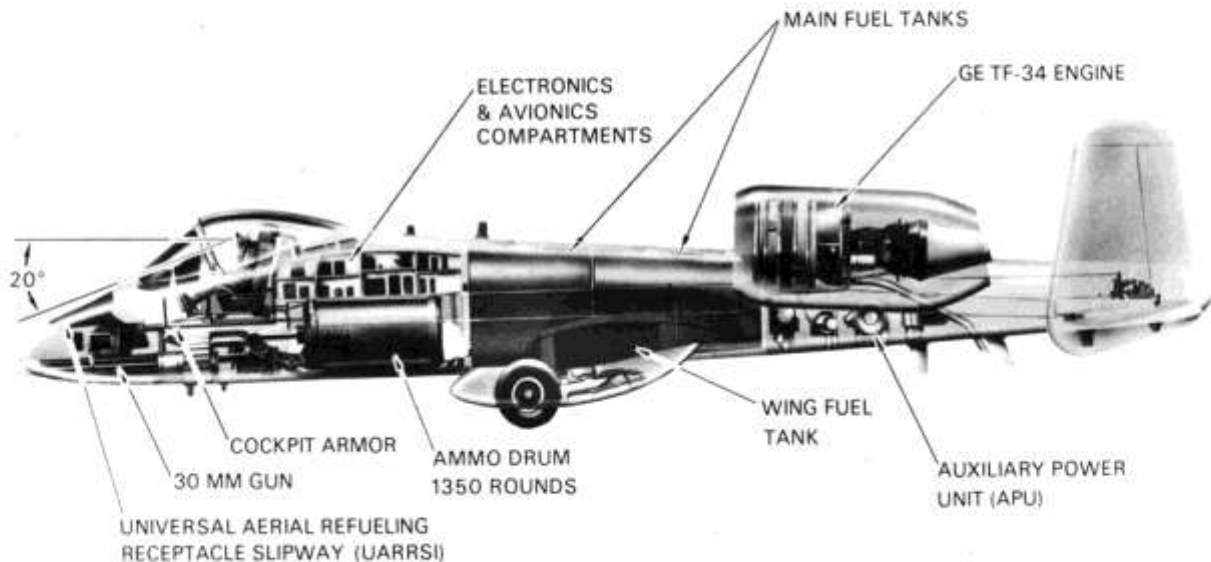
Everything is redundant there is almost two of everything. Where flight controls are concerned there's triple redundancy, and even if



The shortest war in history was between Zanzibar and England in 1896. Zanzibar surrendered after only 38 minutes.

Merging a gun and an aircraft together

A-10 INBOARD PROFILE



there is a total failure of the double hydraulic system, there is a set of manual flying controls.

More stats about the gun...

Those cartridges are quite impressive but you have to appreciate how big the GAU-8 Avenger really is -

Each of those seven barrels is 112" long. That's almost ten feet. The entire gun is 19 -1/2 feet long. Think how impressive it would look set up in your living room.

Oh, by the way, it doesn't eject the empty shells but runs them back into the storage drum. There are so many flying out; it was felt it might damage the aircraft.

It proved itself in the Middle East, killing tanks, armoured personnel carriers, radar stations, locomotives, bunkers, fuel depots... just about anything that was considered bullet-proof in the Iraqi war turned out to be easy pickings for this beast.



Did you know that you share your birthday with over 10 million other people in the world?

Aircraft listening devices

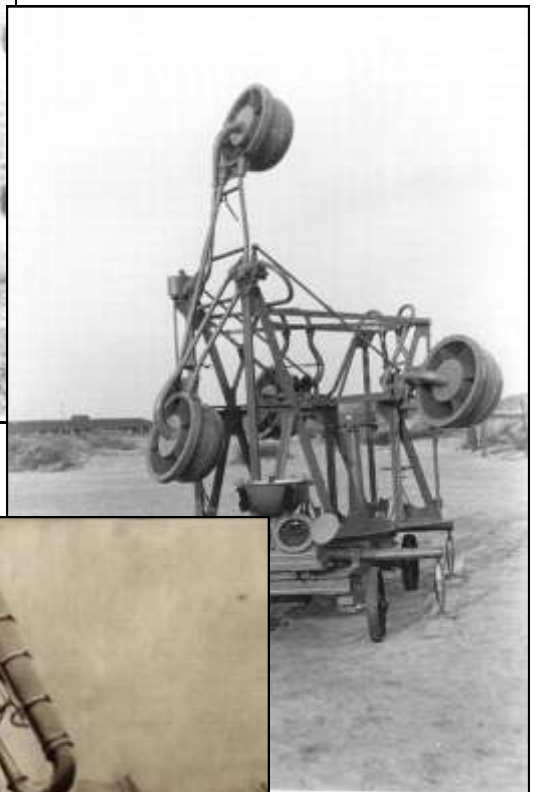
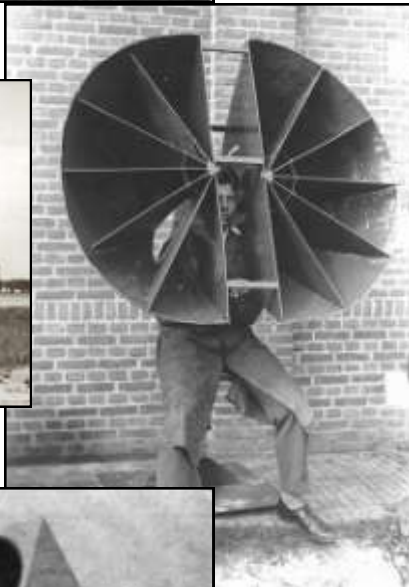
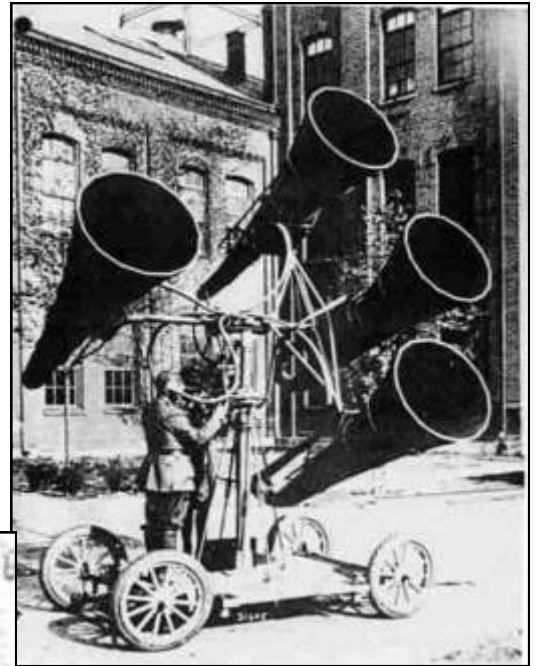
These look like a joke, but were actual "hearing aids" to detect airplanes...



0.3% of all road accidents in Canada involve a moose.

Aircraft listening devices

Before Radar, How Were Air Attacks Detected? With old time hearing aids!



Butterflies taste with their feet.

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

Brunskill, Phillip, of Epping, New South Wales

Fowler, David Robert, of Christchurch, New Zealand

Gillespie, Graeme James, of Seventeen Mile Rocks, Queensland

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

Their support to the Association will be sadly missed.

New Members

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

Harvey, Edward Bruce, of Bannockburn, Victoria

Nicholas, Chris, of Moonah, Tasmania

Stackpole, Michael, of Mt Eliza, Victoria

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

The Mosquito Aircraft Association of Australia

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In 4000 BC Egypt, men and women wore glitter eye shadow made from the crushed shells of beetles.