THE MOSQUITO AIRCRAFT ASSOCIATION OF AUSTRALIA

The Aussie Mossie

NUMBER 40

SEPTEMBER 2004

Wings and Wheels Day

Join your friends from the Museum at the Lilydale Airfield on Sunday 21st November, Lilydale, Victoria.

Bring your aircraft or vehicle and have a great picnic day with the family at the Lilydale Airshow. There will be many stars including the RAAF Roulettes, Vampires, Mustangs and many, many more interesting aircraft and cars!

The President's Log—by Alan Middleton

One of our Members, Bob Cowper, now of Adelaide, was honoured in June to be awarded the French Legion of Honour on the 60th anniversary of the invasion of Normandy on D-Day, 10 June 1944.

Bob, a Squadron Leader DFC flew in command of a Flight with 456 Squadron of Mosquitoes and was credited with downing four aircraft to bring his score to six and one damaged, to which he later added a V-1 destroyed. He was awarded a Bar to his DFC in 1945.His age at the time was 23.

We congratulate Bob on his outstanding service record.

Another member, Kym Bonython, Squadron Leader DFC, who also lives in Adelaide, was a Pilot with 87 Squadron Coomalie Creek in 1945 and flew A52-600 on several occasions.

We were able, through our Committee Member, Terry Burke, to arrange for Bob and Kym to add their signatures to the few prints of A52-600, which had not been despatched.

Terry and I, with our wives, drove to Adelaide and, with the support of the RAAF Association, SA Division, Secretary, Joy Martin and her husband, John, were able to use the facilities of the RAAFA for the signing.

It was a memorable weekend and we were delighted to meet these legendary gentlemen and we thank them for their participation.

I am pleased to report that steady progress is continuing to be made on A52-600 by the RAAF Museum and its volunteers. The all important creation of the "plug" to join the fuselage to the tailplane is well underway and I am confident that it will be attached by the end of the year.

The MAAA volunteers continue to mainly be focussed of the computerisation of records—there is about their progress in separate articles in this Bulletin.

Regards, Alan.

I don't have an attitude problem, you have a perception problem.

MAAA Activity at the RAAF Museum

This is a brief snap-shot (taken during a walk-around on Sunday 16 May 2004) of some of the current activities of our volunteers around the Mosquito restoration project at the RAAF Museum, Point Cook.

In the Mosquito Project Office, **Noel Penny** is taking apart the Mossie Parts Manual, and scanning all pages which refer to the Mossie PR Mk XVI aircraft (which A52-600 is) into a computerised database. In fact this means the great majority of the 900 plus pages in this particular manual. Today marks some sort of milestone, the end of the 480-odd pages of Part 1! After scanning, Noel checks each page to make sure the scan-to-text software has got it right, which doesn't happen all the time. Our software saves the scanned data as an Excel spreadsheet file, which is then handed on to

Noel Penny computerising the Parts Manual

Bob Stevens, better known as the Association's Secretary/Treasurer/Editor. Bob then makes additions to each sheet, including page and line numbers, and another column to allow quick links to be enabled between this and other databases. For example, we will be able to ask the database to "list all Aircraft General Standard (AGS) ¼" BSF bolts, 2.2" long" used on the entire aircraft. We might even get a sensible answer! We can then go to the nuts'n'bolts racks on the hangar floor, list how many we actually have, then order additional supplies so the project suffers minimum delays waiting for parts. More about this later.

In a corner of the Flight Line a hundred metres away, our vice-president **Graeme Coates** is also at work on a computer. He's running rolls of microfilmed images of De Havilland drawings through a viewer/scanner, and creating image files which are being stored on another database. Graeme has also created a macro program which automatically generates a link between these image files and the parts databases. So now we can select an aircraft part by its drawing number, and quickly make the transfer to the relevant page in the Parts Manual; this leads on to other items in the particular sub-assemblies and major assemblies of the aircraft. As another example, we can look up a part drawing on computer (an elevator rib, say), access the macro links and be led through to the next sub-assembly (an elevator), to the next major assembly (tailplane) and then to the major aircraft structure. It's already starting to pay dividends in easier tracking of parts, and hopefully it will save more time the further we go.

Incidentally the microfilms were obtained from the Smithsonian Institution, National Air and Space Museum in Washington, D.C., U.S.A. As well as these images, we have many copies of

Graeme Coates computerising the drawings

(Continued on page 4)

Last night I lay in bed looking up at the stars in the sky and I thought to myself, where the heck is the ceiling?

MAAA Activity at the RAAF Museum—cont'd

(Continued from page 3)

original De Havilland drawings, but not a complete set unfortunately.

Back at the nuts'n'bolts racks, **Dave Devenish** is checking our stock to see if we have enough of those (AGS) ¼" BSF bolts, 2.2" long. Hang on, what's that sound? We'll take a short break to watch and listen as the Museum's Mustang, A68-170 is cranked into life for today's interactive demo. Sorry folks but work stops for Mustangs around here!

Several loops, barrel and aileron rolls later, we're back inside with Dave. Today he's actually cleaning up threads on some special nipple nuts as part of the on-going chase to see what parts we have and what's useable or u/s. Whichever of the thousands of parts he's stock-taking, he'll then report the status of what's useable and what we'll need to order to the Project Manager (and our boss) **Brett Clowes**.

As one of his many tasks, Brett will then decide whether he'll buy new stock, trade with someone else or have new parts made (among many options). If something has to be made, and we have the skills and/or capacity to do something to help, then some of the chores are going to finish up with **Pat Dulhunty.**

David Devenish is counting nuts 'n' bolts in his sleep!

Pat's in the welding bay today, fabricating a tubular stand. This will become part of a jig on which an entirely new section of fuselage will be built. Part of the rear fuselage of A52-600 was destroyed many years ago (it wouldn't fit in the shed, so its tail section was cut off so the door could be shut) (TRUE!). So full-time volunteer **Jeff Matthews** has prepared a sketch of what's required, and there it is taking shape on the bench. Before the day's out, Pat will have finished two jigs ready to go to the paint shop on Tuesday. More about Jeff next time, as he's worth a story on his own.

Pat Dulhunty our master welder in action

That's a Sunday around the Restoration hangar. We've hardly scratched the surface, but it's at least a small sample of what's going on in the background. There must have been hundreds of people like this (maybe they fit the description of "the back room boys") during the original development of the Mosquito aircraft; like our volunteers, out of the limelight perhaps but vital to the project.

T.R.B.

Note: Since this photo was taken Pat had a serious accident at work and was lucky not to lose his right arm. He is gradually regaining use of his

My reality check bounced !!

What? A German Mosquito? by Brian J Fillery

Yes, there was a German 'Moskito' although that name was unofficial. It was the Focke-Wulf Ta 154, a night fighter. It was built mainly of wood and metal and had, unlike the Mosquito, a tricycle undercarriage with large diameter tyres to allow it to takeoff from unprepared strips. It had a crew of two, a pilot and a radio/radar operator.

It was initially powered by two Jumo 211F 12 cylinder engines with 1,340hp for takeoff and 1,480hp at 9,850ft (3,000m). This gave it a performance similar to the Mosquito. Later types used the Jumo 211N with 1,460hp for takeoff and 1,520hp at 4,250ft (1,295m). The prototype Ta 154V-1 first flew in July 1943 and an order for 250 was made in November. However in June 1944 two production aircraft Ta 154A-1's were destroyed in accidents. One literally came unstuck when the glue gave way and another when its flaps broke away on landing. The production order for the A-1 was cancelled. However 7 more Ta 154A-1 production aircraft were completed and were used operationally but there is no record of any combat achievements.

It was armed with twin 20mm and twin 30mm cannon firing forward and an oblique *Schrage Musik* 30mm cannon in the rear fuselage. This was used at night to fire into the soft underbelly of bombers. The Ta 154A-1 carried the FuG 212 radar and the Ta 154A-4 had the FuG 220 or FuG 218 *Neptun* radar.

More than 50 Ta 154A-1's and Ta 154A-4's were completed before production was ended on 14 August 1944.

Specifications of the TA 154A-4.

Type	Night Fighter.
Engines	Two Jumo 211N.
Max Speed	382mph (615kph) at 19,000ft (5,790m).
Climb Rate	26,245ft (8,000m) in 16 minutes.
Range	e851 miles (1,370km) at 22,965ft (7,000m).
Weight	13,933lbs (6,320kg) Empty (without armaments and radar).
	18,188lbs (8,250kg) Max load.
Wing Span	52ft 5 7/8ins (16.0m).
Length	40ft 10 1/8in (12.45m) excluding antennas.
Height	11ft 1 1/2in (3.40m).
Wing Area	348.76sq ft (32.40sq m).

A Fill-ery In

From 'Mosquito' by C Martin Sharp and Michael J F Bowyer - page 105.

"Mindful of the immense production of their American neighbours the Canadian staff worked out a figure of merit, military effectiveness per pound of aeroplane produced. This was arrived at by multiplying the weight of bombs by the striking range and figuring per man of the crew per tare pound. The ratio was Fortress 24, Liberator 26, Halifax 62, Lancaster 68 and Mosquito 80.
The Canadians felt they had backed a winner."

On the keyboard of life, always keep one finger on the escape key.

V Weapon Effectiveness

An interesting article in the Air Force News 09/09/2004 by SQNLDR Alex Post.

Although the V weapons had an enormous psychological effect on the British population this article details just how effective they were from a military point of view.

The Germans began development work on the V-1 and V-2 weapon systems in 1936. Eventually, about 33,000 V-1 flying bombs and about 6,000 V-2 missiles were produced.

By 1942 priority effort was being given to these programs even though it was clearly understood that decisive victories could not be achieved with these weapons, mainly due to their inaccuracy. However, Hilter's desire for vengeance ensured the programs proceeded.

Owing to the time taken to complete the necessary developmental work, the V-1 campaign against Britain did not start in earnest until June 1944 while the V-2 campaign began is September that year. In the course of the campaigns only 4,000 V-1s and 3,000 V-2s landed in Britain.

To produce even these limited results, a considerable effort was required of Germany. The combined cost of these two programs is estimated to be equal to one quarter of the cost of the Manhattan Project that produced the first atomic bombs.

All of Germany's top scientists were committed to these projects along with a further 10,000 workers who were involved in the production. In 1944 alone, the resources consumed by the V weapons programs could, alternatively, have been used to produce an additional 24,000 fighter aircraft!

The effects generated by the vengeance weapons were comparatively minor and completely disproportionate to the large costs incurred in developing these experimental capabilities.
A great number of the weapons produced—8,000 V-1s (or 24 per cent of the total production) and 3,000 V-2s (or 50 per cent of the total production) - were used in experiments to further design and development. Each of the weapons carried a 2,000 pound warhead, or roughly one-fifth of the bombload of a single Lancaster.

At this stage in the war, the Allied Bomber Command was regularly mounting raids involving 800 aircraft simultaneously. The entire V-1 contribution therefore, equated to a single night's effort by Bomber Command, while the V-2 contribution could be equated to another night's raid. For the quantity of national wealth and resources expended on these capabilities, this return was insignificant. The case study of the V weapons' development reveals a situation where the concepts behind their employment and predicted effect were so promising that the

I don't suffer from stress. I am a carrier.

A Tribute by John Woolridge

Wing Commander John Wooldridge DFC must have really loved his Mosquito aircraft. In addition to the quotes from his book "Low Attack" in the last Bulletin he wrote a letter to de Havilland about the Mosquito IV when he was commanding 105 Squadron.

"The bomber is, in every way, an outstanding aeroplane - easy to fly, highly manoeuvrable, fast and completely free from any vices of any sort. From our point of view it has a further quality, a highly important one in wartime — and that is the extraordinary capacity for taking a knocking about.

I myself had an experience of this, a short time ago; while approaching a target at approximately 100 feet, with bomb doors open, my aircraft was hit by three Bofors shells. Apart from the distinct thuds as the shells exploded and a rather unpleasant smell of petrol, the behaviour of the aircraft after impact appeared to be normal and the bombs were dropped successfully.

Actual damage was:- The first shell entered the lower surface of the port mainplane, approximately four feet from the wingtip, and burst inside removing three square feet of the upper wing surface. The aileron was fortunately undamaged. The second shell hit the port engine nacelle fairly far back, wrecking the undercarriage retraction gear, severing the main oil pipe line, damaging the airscrew pitch control and putting the instruments of the blind flying panel out of action. The third shell entered the fuselage just in front of the tailplane and severed the tail wheel hydraulic line and the pressure head line, rendering the A.S.I. useless.

After awhile, on the way home, port engine began to give trouble and eventually it failed.

Although the airscrew could not be feathered a ground speed of almost 200 m.p.h was maintained on the return journey, and the aircraft was landed in pitch darkness on its belly without the assistance of flaps.

On one occasion a Mosquito went through a set of high-tension cables which appeared unexpectedly in the target area, but returned to its base slightly bent, and was landed on the wheels in the dark, without further damage.

Another machine had its elevator controls severed, but was brought home controlled fore and aft purely by means of the flaps and throttles!

The aeroplanes fly so well on one engine that it is the opinion of this squadron that de Havilland must have designed it as a single-engined aeroplane, and then stuck another one in for luck. It is entirely free from unpleasant vices at all times, which is a great factor when making night landings when damaged, and owing to the clean design of the underside, it can in emergency be landed on its belly with very little damage, an important factor when considering serviceability.

All round, it is a sturdy pugnacious little brute, but thoroughly friendly to its pilot.

In conclusion the Mosquito represents all that is finest in aeronautical design. It is an aeroplane that could only have been conceived in this country, and combines the British genius for building a practical and straightforward machine with the typical de Havilland flair for producing a first rate aeroplane that looks right and IS right."

From "Mosquito" by C Martin Sharp and Michael J F Bowyer.

Publ 1971, Faber and Faber Ltd., London. Page 207.

Many thanks to our regular article contributor—member Brian Fillery, (bfillery@gil.com.au)

Web page: http://www.home.gil.com.au/~bfillery/

Memo from the Alaska Air Command, February 1973.

'Due to an administrative error, the original of the attached letter was forwarded to you. A new original has been accomplished and forwarded to AAC/JA (Alaskan Air Command, Judge Advocate office).

Please place this carbon copy in your files and destroy the original'.

Everybody is somebody else's weirdo !

From the Mailbag

Ern Dunkley sent in the photo below of 464 Squadron.

Standing on wing: Aub Taylor, Rankin, Rowell, Davidson, Filteac (Can), Rayner, Stark (RAF).

Sitting on wing: McMahon, Webster, Piper, McLennan, Gowlett, Watson, Stoner, Lake

Back Row: Morrison, Walker, Judd, Smith, Purnell, Killingworth, Wade, Barr

Middle Row: Kerk, Walker, Shrimpton, Hamilton, Hawke, Carver, Webb, Thompson, Rodda, Dimmick, Mitchell, Gray, Radcliffe, ?, Foster, Willoughby, Turner, 'Paddy', 'Charlie'

Front Row: Ferguson, Rutter, ?, Simes, Dawson, Dunkley, Vincent, Henderson, Odlum, Thomas, Palmer, Moon

Sitting in front of front row: 4 Erks, Clark, Palmer, Woody, 2 Groun?

I had trouble interpreting some names… Ed.

Dear Bob,

I thought you might be interested in this web site to look up the Commonwealth of Australia 'Nominal Roll for World War 2' personnel.

Just type in the last name of the person who's service record you are looking for - all matching names come up.

Click on the person you want and then click on "produce a certificate (of this service record)" and you then have a printable certificate (make sure you change the page set-up to landscape to print out).

The web address is:

http://www.ww2roll.gov.au/script/name.asp#searchtabs

Best Wishes,

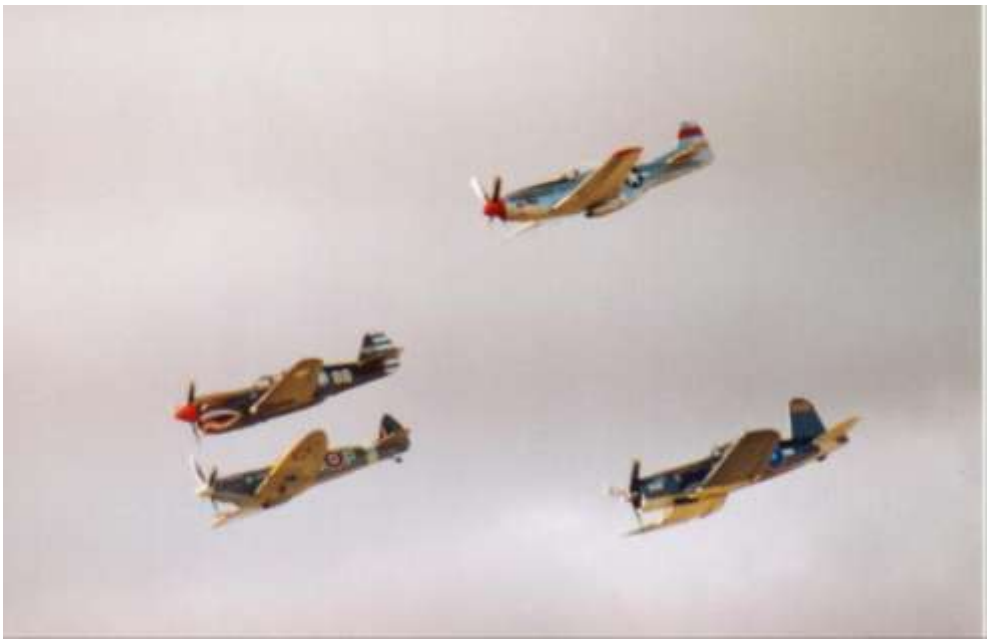
Wal Sant

Never argue with an idiot. They drag you down to their level then beat you with experience.

From the Mailbag—contd

Member Chris Pollock made the 7-8 hour flight from Western Australia to New Zealand and has sent a report about the Wanaka Airshow.

In April this year I was fortunate enough to be in New Zealand for the Wings Over Wanaka airshow. For anyone with an interest in Warbirds, Wanaka is the place to go. Held every second year at Easter, WOW is two days of the most amazing aircraft and flying. Although the emphasis is on piston-power, preferably involving lots of cylinders in a V configuration, or enormous radials, there were more modern aircraft on display, ranging from the RNZAF Boeing 757 to the Russian L-39 Albatross trainer & Cessna Dragonfly. The philosophy of the airshow is that aircraft were meant to be flown, and they certainly lived up to all expectations. For sheer exhilaration, the sight and sound of a Corsair, a Mk XVI Spitfire, a P-40 Kittyhawk and a Mustang flying past in low formation takes an awful lot of beating.



Then there was Jurgis Kairys, the Lithuanian aerobatic champion, doing things in his Sukhoi that all the books on aerodynamics tell you can't be done. I could go on about the other aircraft, the Bristol Fighter replica, the only flying Lavotchkin LA-9 in the world, the extraordinary Polikarpovs which look like stunted Harvards on steroids with 1000hp radials bolted onto the front of them. I'm sure you get the picture! It is well worth a visit, so with the next WOW less than two years away, now is the time to make plans.

MOTAT NZ Mosquito

After a delightful tour of the South and North Islands, I ended up in Auckland with a day spare before flying back to WA. I had been told that the Museum of Transport and Technology, more commonly known as MOTAT, was worth a visit. The section I was interested in, you may be surprised to learn, is the Aviation Hangar, and again I recommend it highly. It is a kilometre or so from the main museum buildings, but a ticket for one part is good for the other as well, so have a look at both. A tram runs nearly all the way from the main part to the Aviation Hangar, and there is also plenty of parking at the Hangar. Inside, the first thing you notice is the Avro Lancaster, looming over you like an enormous bird.

Behind it is a beautifully restored Solent flying boat, giving a glimpse of the elegant (and no doubt expensive) flights of a bygone era. All around are other aircraft and displays – on the day I was there, the feature display was of Melbourne airfield in Northern England (just south of York – worth a visit if you are ever in the UK, the hangars are still there, as is the Bomber's Arms pub, plus the taxi-ways and the control tower which is being restored).

The best, however, is out the back, where all the work is done. Go through the door at the back of the hangar, and you will find a Sunderland flying boat and a Lockheed Loadstar, looking rather sad and neglected. The Loadstar

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A pat on the back is only a few centimetres from a kick in the bum !

From the Mailbag—contd

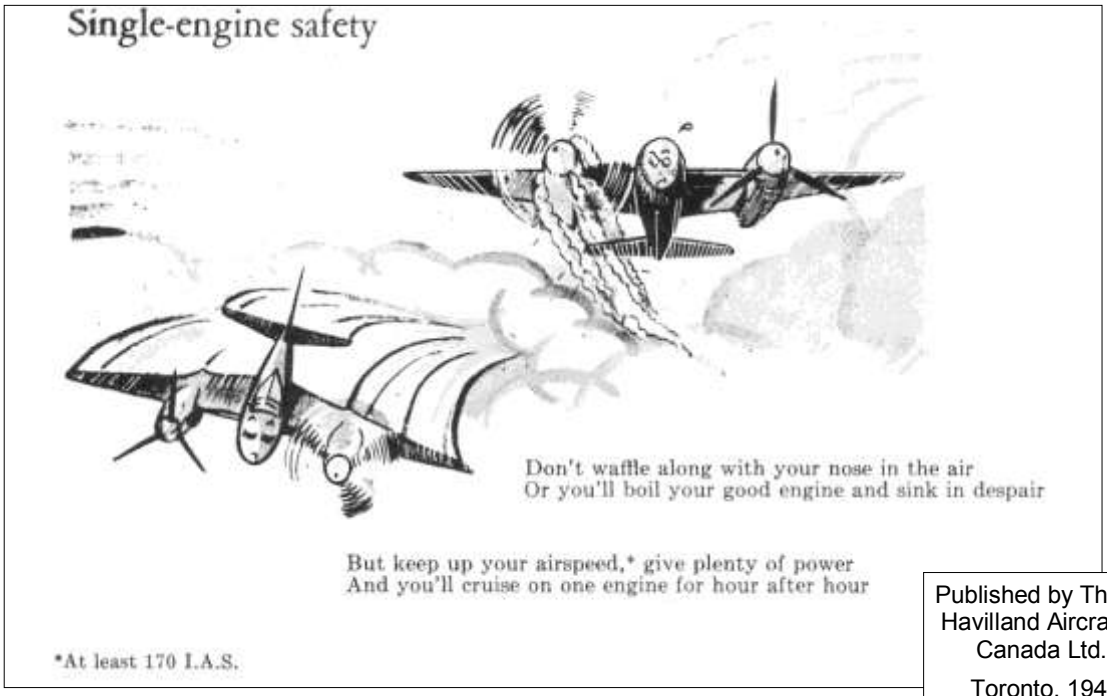
(Continued from page 9)

is a veteran of the Burma 'hump', so is full of history. I have been assured that they will be moved under cover as soon as funds permit the extension of the workshop. Beyond the Loadstar is the restoration hangar, where I was welcomed warmly by Peter (I never found out his other name, to my regret), who beckoned me inside a veritable Aladdin's Cave of aircraft in every imaginable state of disassembly. A freshly completed DC3 took most of the space, with parts of a Hudson and numerous other aircraft filling every remaining part of the workshops.

Lavotchkin LA-9

My eye fell upon a familiar shape, and I said to Peter 'is that what I think it is?' He nodded and I walked over to inspect the immaculately restored wings of a Mosquito FB. I believe they belong to the Australian built FB.40 (A52-19), but Peter wasn't sure. Underneath it were two equally immaculate Merlins on their stands, waiting for the fuselage to be completed and mated to the wings before they are installed.

I took a couple of photos then ran out of film, much to my regret. Peter showed me over one of the Merlins; it looked as good as new, and he assured me it was in running order. I asked him if they had any plans to restore the Mosquito to airworthy standard, but he said no. However, he said that he believed the Mosquito being restored in Christchurch would be to flying condition, so we may yet see a Mosquito in the skies again, if only in New Zealand.



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

Don't be irreplaceable - if you can't be replaced, you can't be promoted.

Restoration efforts

Progress on the restoration of A52-600 can best be described as steady. As Project Manager Brett Clowes puts it, team members are still learning new skills and applying new techniques. By the time this aircraft is wheeled out, we'll all have built up our knowledge base to the stage that the next one would take half the time! To recap slightly, the tailplane is almost complete, as is the vertical fin. A tremendous amount of experience has been built up with these two components; the importance of getting the jigs right first, of developing woodworking skills and techniques, right down to getting the hangar kitted out as a functional woodworking shop. These components also gave the team confidence in their ability to restore pretty sick components back to airworthy condition, or as close to it as is physically possible.

The next stage in both the project and the learning curve was refurbishing moulded timber aircraft structures, or building new ones; that's where we are at the moment. The fuselage is now almost completely bare, but it is accurately supported in cradles to remove all possibilities of twist, sag, bending etc. The degree of accuracy was achieved with patience, dumpy level, plumb bobs and scales fixed to various parts of the airframe, and some frustrations. Without the wings installed it's a very flexible and ill-defined piece of aircraft structure; hence the requirement to locate it so accurately. New supports have been welded and bolted onto the base frame of the jig, and the cradles attached.

Brett, Geoff Matthews and the team are now well advanced on construction of the new section of rear fuselage. This will replace the section cut off many years earlier; it will be made too long, then scarfed and blended back into the existing fuselage over more than 36". This picks up the original aircraft lines, and results in both an uninterrupted shape and full structural integrity. Minimum requirements for this type of repair joint are detailed on De Havilland drawing R.3410.6. 'Standard repair to rear end of fuselage – butt and scarf joint' dated 25 January 1944.

I don't know how long it is since someone last used this drawing in anger, but it's being used now! We're gaining valuable insights into the "how to" aspects of the Mossie structure with this part of the project, which will be essential background when we start on restor-

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After any salary raise, you will have less money at the end of the month than you did before.

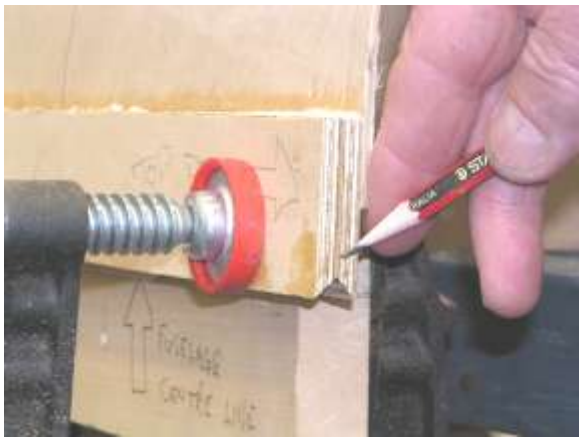
Restoration efforts—contd

(Continued from page 11)

assembling the remaining (original) fuselage.

Two male moulds for the rear fuselage have been completed, and the inner plywood skins have been scarfed together and clamped in place. Laminated spruce hoops are currently being glued and screwed over these inner skins; drawings were sourced for the hoop jigs, the jigs were then constructed to original De Havilland drawings, the laminations glued together in the jigs, then roughly trimmed to size. They'll be finally shaped and trimmed during assembly of the sandwich construction. Painstaking stuff.

Stringers at the joint faces have "bird's mouth" joints machined in before they're glued and screwed into place, and will help locate the two halves together when they become one. This part of the construction is clearly described and illustrated in a multi-part article in "Aircraft Production" magazine of June 1943; there's a copy on the woodworking bench!



On another series of benches nearby, Ron Gretton has been painstakingly restoring fittings from inside the section of rear fuselage labelled Zone 4. There are literally hundreds of pieces of equipment, from oxygen bottles to control cables to bulkhead connectors to plumbing, wiring, fuel and hydraulic piping to the pneumatics and hydraulic panel.

These have then been stored, usually with their mounting screws, washers, nuts etc. ready to be re-installed in the fuselage when that's complete. Frustrations continue here too, of course. Jobs must be scheduled so that having components out for plating (for example) won't bring that part of the project to a grinding halt while waiting for them to be returned. Ron reckons we're about thirty or forty percent complete on Zone 4 equipment restoration.

In this short report, we've only just skimmed the surface of all that's happening to "our" Mossie. Let's hope detailed records are being kept, as we're all conscious that some important bits of aeronautical history are be-

The more crap you put up with, the more crap you are going to get.

V Weapon Effectiveness-contd

(Continued from page 6)
detail of the prohibitive costs and their limited effectiveness were both overlooked.

Not only were the financial costs and human resources necessary overlooked, but it is also apparent that no consideration was given to the counter-measures that might be constructed to defend against the V-1, which would in turn further degrade its effectiveness. Over the course of the V-1 campaign these defences were able to destroy about 50 per cent of all v-1s launched against Britain.

Had Germany employed an appropriate capability development process in evaluating these projects it would have highlighted the problems of cost, production, ineffectiveness, effect on other weapons programs, and the lopsided overall force mix that would develop should production priority be given to these weapons.

But with Hitler at the helm it was impossible to implement such a process. Even if proper capability development process was instituted, it could never have restrained Hitler's insistent demands for weapons of retaliation. The history of the development of the V weapons is a classic example of how capability management should never be done.

Is this fly-by-wire ?

Vale

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

AS (Arthur) Edwards FIEAust

of WYOMING, New South Wales

Arthur was a contributor to articles to these Bulletins, his input and enthusiasm will be missed.

The Association's condolences go to Arthur's loved ones.

New Members

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

RJ (Ramon) Austen
of CLIFTON SPRINGS,
Victoria

W (Bill) Downes
of CHERRYBROOK,
New South Wales

P (Paul) Durr
of COLAC,
Victoria

M (Maurie) Edwards
of EPPING,
Victoria

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

You can go anywhere you want—if you look serious and carry a clipboard.

Aarhus Mosquitos

Limited Edition print from an oil painting, with autographs of 3 ex-464 Sqn aircrew, Certificate of Authenticity and a brochure outlining the story of the raid and the signatories.

Created from first hand accounts of Mosquito operations the print captures the very essence of this type of mission - incredibly low flying, high speed and determination.

Send cheque/money order for $220 (incl. Postage) payable to the artist:

MAX ORDINALL,

PO Box 365, KIAMA NSW 2533

or phone: (02) 4296 2643

Please include your name, address, postcode and contact phone number.

Liquip Mossie kit

The Mosquito Aircraft Association volunteers down at Point Cook now have a standard uniform thanks to member Pat Dulhunty's employer, Liquip Sales Vic Pty Ltd of Sunshine, Victoria.

Jeff Borg of Liquip kindly donated the proceeds to equip the guys with overalls.

As you can see below member Terry Burke is very pleased with his new gear or could it be that he has inadvertently glued the metal ruler instead of the balsa wood on the rear fuselage moulds?

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Eat one live toad first thing in the morning and nothing worse will happen to you for the rest of the day.