



Flying Home – the Mosquito Story

“My Plan is to Fly This Mosquito...Back to Where it was Born All Those Years Ago”

Glyn Powell

It now calls a big shed in Drury home and waits expectantly, gathered in minutely catalogued sections of wood, metal fittings and dozens of plans. The airframe, fuselage and wing sections are taking shape on its painstaking way home. It's a rare warbird, Mosquito NZ2308, born in Bankstown, Australia as FB MK40, A52-20, then converted to T43 status as A52-1054. It was one of four purchased by the RNZAF in June 1947 and flown across the Tasman in four hours by decorated WWII flying ace Wing Commander Johnny Checketts. Most of RNZAF's Mosquitos subsequently ended up reduced to a pile of ashes, but this one miraculously survived and is being nursed back to life, thanks to 76 year old Glyn Powell, a man with a vision - and a huge amount of patience.

The Mosquito played a pivotal role in the air battles of WWII, flying the allies toward victory as the fastest, most manoeuvrable twin engine aircraft in the skies from 1940. Sometimes termed the “wooden wonder,” they were made from balsa wood, 3 ply “and a pot of glue.” The Mosquito almost never made it to production, bogged down by negatives in the British airforce hierarchy. Designer de Havilland had a lot of experience building wooden planes and knew that the Mosquito would be useful, so he went ahead anyway to build three prototypes.

“Once they saw them perform, they couldn't get enough of them and between 20 and 30 a week were churned out of carpenters' shops in England, Canada and Australia,” says Glyn. “It's quite an aircraft. When it first flew, mouths dropped open.”

The Mosquito had excellent long range capability, up to 9 hours for the later recon. marks, they flew all over Europe at 35000 ft completely unarmed. It was ideal for reconnaissance and its performance was outstanding. It was faster than a Spitfire, with over 400mph top speed, too fast for

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De Havilland Mosquito