



MOSQUITO

Survivors

WHILE RELATIVELY FEW MOSSIE AIRFRAMES REMAIN TODAY, THE SURVIVORS REPRESENT A GOOD CROSS-SECTION OF THE DIFFERENT VARIANTS OF DE HAVILLAND'S 'WOODEN WONDER', INCLUDING THE PROTOTYPE. WE PRESENT AN OVERVIEW OF WHAT REMAINS

Above
Mosquito B.35 VR796 (C-FHML) – restored to flight status by Victoria Air Maintenance in Canada. A new video charting its rebuild, called 'Gaining Altitude – the Mosquito Reborn', has just been released. For details see <http://gainingaltitude.com>

Opposite, top to bottom
The prototype Mosquito undergoing conservation work at the de Havilland Aircraft Museum in the summer. BOB GLASBY

The Dayton, Ohio-based USAF Museum has TT.35 RS709 on show as PR.XVI NS519. None of the Mosquitos flown by the USAAF in World War Two survive. NMUSAF

Mosquito T.43 NZ2305 at the Museum of Transport and Technology in Auckland, New Zealand. MOTAT

Hatfield-built TA639 is displayed as 'AZ-E' of 627 Squadron at the RAF Museum, Cosford, Shropshire. RAF MUSEUM

From a preservation point of view, the Mosquito presents a number of problems – it's relatively big; difficult to dismantle due to its construction and one-piece wing; and largely made of wood, held together with glue, which means inside accommodation is a necessity – but its bulky size can make that difficult. The preservation world has, however, risen to the challenges over the years, saving airframes from destruction, conserving them and even returning a few to flight status.

The world currently has a pair of airworthy Mossies – Jerry Yagen's in the USA and Bob Jens' in Canada. Jerry's was completed by Avspecs in New Zealand, using a fuselage and wings built largely to original specifications by Glyn Powell. Thousands of hours went into the project, and FB.26 KA114 re-flew in New Zealand on September 27, 2012.

After several flights and public appearances it was dismantled and transported to Jerry's museum in Virginia, re-flying on April 7, 2013. It's a very active warbird and the star attraction at many shows on the eastern side of the USA. It has also performed at several events in Canada.

The second airworthy Mosquito, Mk.B.35 VR796 (C-FHML), restored by Victoria Air Maintenance, has retained much of its original structure. Finished in 105 Squadron markings, it made its first post-restoration flight in the hands of Steve Hinton from Victoria International Airport in British Columbia, Canada, on June 16, 2014. It has only made the occasional public appearance since but recently appeared at the 2015 Abbotsford Air Show.

PROTOTYPE ON SHOW

There are more than a dozen fine examples of de Havilland's famous creation on static display around the world, evenly spread between the northern and southern hemispheres.

They are, of course, all special in their own right, but a standout airframe must be the prototype, on show at the wonderful de Havilland Aircraft Museum near London Colney, Hertfordshire. Few early development aircraft survive from the pre-1950 era, so W4050 is a jewel to be cherished.

Geoffrey de Havilland JR took this aircraft up on its maiden flight on November 25, 1940, and it was used as a test aircraft until December

1943. It was then employed as an instructional airframe before being placed in storage, ultimately going on show in what would become the Mosquito Aircraft Museum (the present day de Havilland Aircraft Museum) in 1959.

It is now nearing the end of an extensive restoration and conservation project by the highly skilled volunteers at the museum, and is benefiting from a Heritage Lottery Fund grant. (See the *From the Workshop* special report on W4050's overhaul in your May 2015 issue.)

MORE FLYERS TO COME

Several Mosquitos are being restored to flight status, so the future looks very bright for the type. Among them, Mk.T.3 TV959 is thought to be the closest to flying – reports suggesting it *could* be back in the sky in late 2016 or early 2017. But rebuilding a Mossie is a massive undertaking and engineering challenges can extend timescales, which is why restorers are often reluctant to get our hopes up with timescales!

Mosquito TV959 was handed over to the RAF in August 1945 and

MOSQUITO SURVIVORS

Serial	Mk	Location
W4050	Prototype	DH Aircraft Museum, London Colney, Herts. Under restoration
DZ542	B.IV Series ii	Privately owned, New Zealand. Basis of an airworthy project. Components only, airframe construction yet to start
HJ711	NF.II	Tony Agar, YAM, Elvington, Yorks. Display
RL249	NF.36	People's Mosquito, Norfolk, UK. Components only
'HR147'/VP189	B.35	Alberta Aviation Museum, Edmonton, Alberta, Canada. Display. Modified to represent an FB.VI
HR339/NZ2382	FB.VI	Ferrymead Aero Society, Christchurch, New Zealand. Restoration to static display, including parts from TE758/ NZ2328
HR621	FB.VI	Camden Museum of Aviation, Narellan, New South Wales, Australia. Restoration to static display
KA114/N114KA	FB.26	Fighter Factory, Virginia Beach, USA. Airworthy
'KB161'/CF-HMR	B.XX	Mosquito Bomber Group, Windsor, Ontario, Canada. Restoration. Actually TA661
KB336	B.XX	Canada Aviation and Space Museum, Rockcliffe, Ontario, Canada. Display
LR480	PR.IX	South African National Museum of Military History, Saxonwold, South Africa. Display
'NS519'/RS709	TT.35	National Museum of the USAF, Dayton, Ohio, USA. Display
RK952	NF.30	Musée Royal de l'Armée, Brussels, Belgium. Restoration
RS700/CF-HMS	PR.35	Calgary Aero Space Museum, Nanton, Alberta, Canada. Restoration
RS712/N35MK	TT.35	EAA Museum, Oshkosh, Wisconsin, USA. Display
TA122	FB.VI	DH Aircraft Museum, London Colney, Herts. Restoration/ display
TA634	TT.35	DH Aircraft Museum, London Colney, Herts. Display
TA639	TT.35	RAF Museum, Cosford, Salop. Display
TA719	TT.35	Imperial War Museum Duxford, Cambs. Display
'TD753'/TW117	T.3	Royal Norwegian AF Museum, Bodø AB, Norway. Display
TH998	TT.35	Paul E Garber Facility, Smithsonian National Air and Space Museum, Suitland, Maryland, USA. Stored
TJ118	TT.35	DH Aircraft Museum, London Colney, Herts. Major parts
TJ138	TT.35	RAF Museum, Hendon, London. Display
TV959	T.3	Flying Heritage Collection, Ardmore, New Zealand. Restoration to fly
VR796/C-FHML	B.35	Privately owned, Vancouver, British Columbia, Canada. Airworthy
A52-319	PR.41	Australian War Memorial, Canberra, ACT, Australia. Display
A52-600/NS631	PR.XVI	RAAF Museum, Point Cook, Victoria, Australia. Restoration
NZ2305	T.43	Museum of Transport and Technology, Auckland, New Zealand. Display. Formerly A52-1053
NZ2308	T.43	Glyn Powell, Auckland, New Zealand. Restoration to fly
NZ2336/TE910	FB.VI	John Smith, Mapua, New Zealand. Status not known
NZ2384/PZ474/ N9909F	FB.VI	Ardmore, New Zealand, Restoration to fly

Notes: The remains of two airframes are said to be stored in derelict condition in Sweden, but haven't been noted since the early 2000s. They are thought to be in the Linköping area. One served with the Australians and the other is a former Swedish example.

Mosquito FB.VI NZ2355/TE863 - sometimes referred to as 'substantial remains' at the RNZAF Museum, Wigram, New Zealand - is in fact a collection of parts and has therefore been omitted from this list. There are also remains of a Mosquito (mark unknown) at the Israeli Air Force Museum at Hatzerim Air Base. Meanwhile several replicas are known to exist, with some on show in Europe, China and Australia.





"A number of long-term projects are under way, including the People's Mosquito group's aim to rebuild an example and fly it in the UK. This ambitious venture is centred on the remains of NF.36 RL249..."

Above
Tony Agar's HJ711 during
a night photo shoot at
Elvington, Yorks. GEOFF HILL

Below
The Canadian National
Aviation Museum's B.XX
KB336 on public display
at Rockcliffe, Ontario.
CNAM

Below right
Mosquito TJ138, on
show in the 'Milestones'
building at the RAF
Museum, Hendon.
RAF MUSEUM

served with 13 Operational Training Unit (OTU), 266 Squadron, 54 OTU, 228 Operational Conversion Unit (OCU), 204 Advanced Flying School, the Home Command Examining Unit, the Fighter Command Communications Squadron and 3 Civilian Anti-Aircraft Co-operation Unit. It was 'demobbed' in May 1963.

It was given to the Imperial War Museum, but in August 1963, before going on display in London, it starred in the film *633 Squadron* as 'MM398'. After storage at Bicester, Oxfordshire, the Mosquito arrived at South Lambeth in 1965 and was hung from the museum's

ceiling, minus its right wing. It moved to Duxford, Cambs, in 1989 and joined The Fighter Collection three years later.

The aircraft spent much of its time in store, and in April 2003 the project was acquired by the Seattle, Washington-based Flying Heritage Collection. It departed Duxford in June 2003 bound for Norfolk in the east of England and more storage, and was later exported to New Zealand, where the rebuild is progressing well.

A number of long-term projects are under way, including the People's Mosquito group's aim to rebuild an

example and fly it in the UK. This ambitious venture is centred on the remains of NF.36 RL249, although the plan is to rebuild it as an FB.VI, which is significantly different in terms of engine installation and the (less complex) forward fuselage structure. The work is at an early stage and a firm timescale for completion hasn't been set.

With so many fine aircraft on show, and numerous projects under way, the Mosquito is sure to remain in the public eye for many years to come.

Many thanks to Ian Thirsk and Nick Horrox for their help with this feature.

