1139

MOSQUITO

in action Part 2

Aircraft Number 139

squadron/signal publications

Mosquito FB VI No 143 Sq


DD737

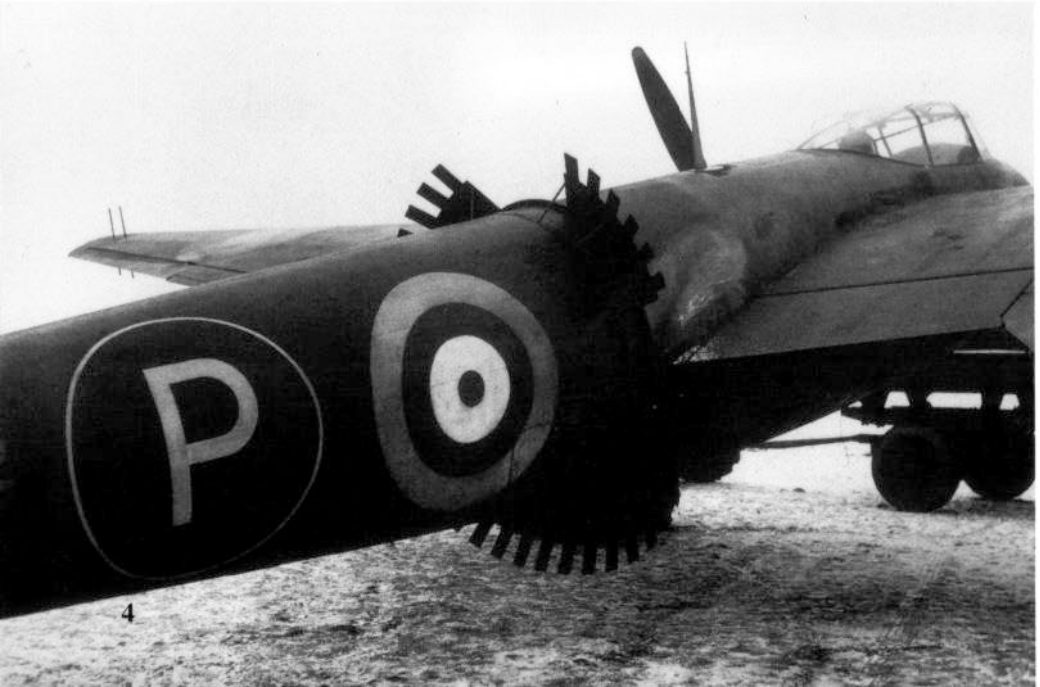
Introduction

With the flight testing of the Mosquito prototype ongoing, official Air Ministry skepticism over the capabilities of the wooden aircraft quickly melted away and suddenly, the aircraft was required for every conceivable operational role. One of the more important roles envisioned for the Mosquito was that of high speed night fighter, to replace the aging and slow Blenheim IF and to supplement the Bristol Beaufighter.

The prototype Mosquito F Mk II (W4052) was ordered under Specification F.21/40 during 1940. This specification called for replacing the observer/bomb aimers glass nose with a solid nose containing an armament of four .303 inch Browning machine guns. Additionally, four 20MM Hispano cannon were installed under the cabin floor in the space normally taken up by the bomb bay. Lastly, a gun camera was mounted in the nose that operated automatically whenever the guns were fired (it could also be operated independently by a switch located next to the gun button on the control column). All armament was fired electro-pneumatically, taking air from a compressor located in the port engine nacelle.

The aircraft was powered by two 1,230 hp Rolls-Royce Merlin 21 liquid cooled engines giving the aircraft a maximum speed of 370 mph. Early in the development of the first fighter variants, two early examples, W4053 and W4073, were fitted with mock-ups of proposed gun turrets. This proposal; however, was later canceled. The original prototype W4052 was also used to test a unique form of speed brake. The speed and streamlining of the Mosquito made it difficult for the aircraft to decelerate when overtaking an enemy aircraft. To overcome this problem, the prototype F Mk II was fitted with the Youngman frill segmented speed brake, a bellows operated brake that circled the fuselage behind the wing. The speed brake lay flush with the fuselage until needed, then a series of pushrods extended the brake into the airflow to slow the aircraft. Tests with W4052 revealed that the speed brake caused considerable buffeting over the fin and elevators. These same tests revealed that the needed deceleration could just as easily be achieved by lowering the landing gear and this technique was adopted as standard practice and the speed brake was abandoned.

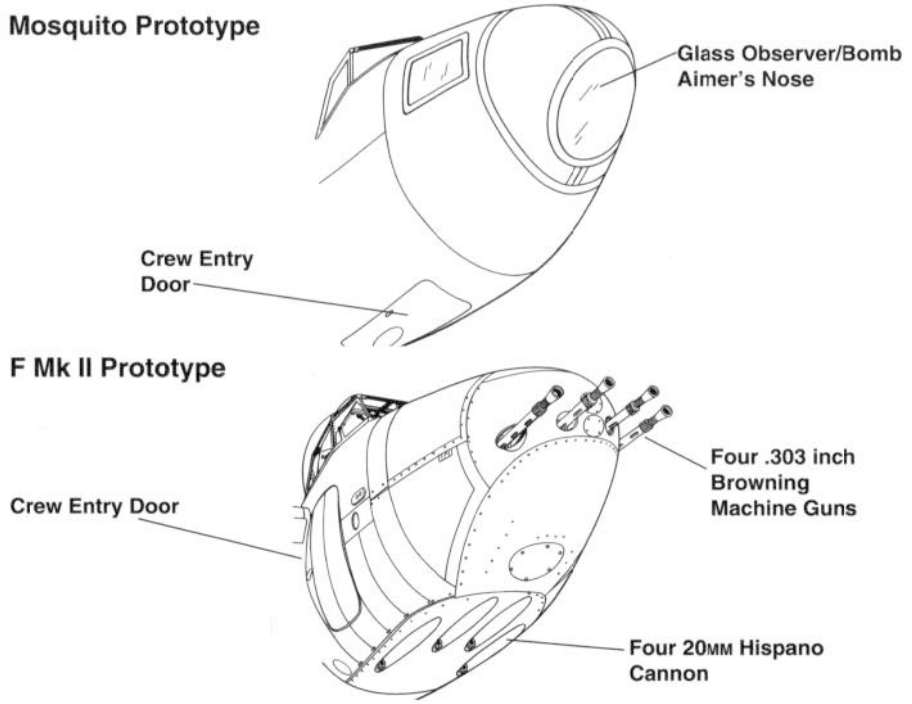
As part of the Mosquito development program, de Havilland fitted the Youngman circular segmented air brake on the Mk II fighter prototype (W4052). In the event, these brakes caused buffeting and were not proceeded with, it was found that lowering the landing gear was an effective speed brake.



The Mosquito fighter also differed from the reconnaissance and bomber variants in that it had an optically flat bullet proof windscreen rather than the vee windscreen. Additionally, the fighter had a strengthened wing spar to accept the higher stress loads caused by fighter maneuvers, an armored bulkhead was installed behind the solid gun nose and crew entry was changed from a hatch located under the port side of the nose to a door on the starboard side of the fuselage forward of the wing.

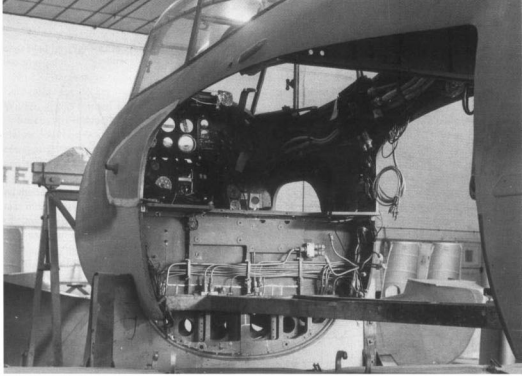
The fighter prototype rolled out on 15 May 1941 and Geoffrey de Havilland was at the controls when the F Mk II prototype took to the air for the first time. For this flight he used the small field adjoining Salisbury Hall in order to save time in having the aircraft dismantled and moved to Hatfield for further testing. A German spy, sent to the area to observe anything of importance, was arrested the day before the flight. Destined not to enter RAF active service, W4052 was used as a trials aircraft to test improvements on the fighter versions of the Mosquito. Among the installations tested was a 40MM cannon and external bomb racks. Most

Nose Development



important of all experimental installations was the fitting of airborne interception (AI) radar, which began during the Summer of 1941. Specification F.18/40 issued during October of 1940 called for a defending and intruding night fighter, and it quickly became apparent that the Mosquito was the ideal vehicle to meet this requirement and work quickly proceeded on a night fighter variant of the Mosquito.

During April of 1941 the Air Ministry informed de Havilland that the 150 airframes covered under contract 555 were to be completed as F Mk II fighters, along with a total of seventy-eight F Mk II aircraft covered under contract 69990. A further fifty fighters were later added to contract 555 bringing the total number of fighters on order to 278, a portion of which were to be delivered with dual controls.

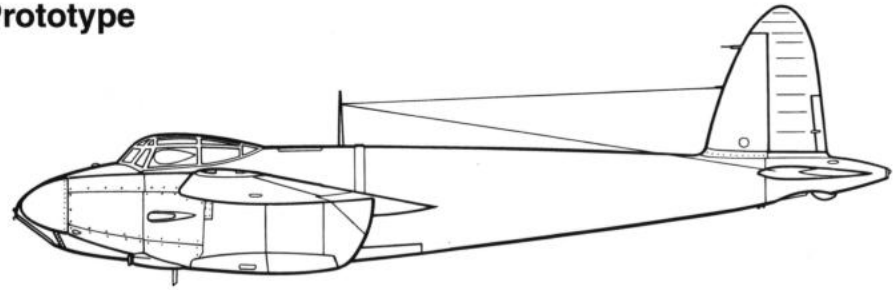


(Right) A Mosquito F Mk II fighter under construction reveals the four ports in the lower nose for the four 20MM Hispano cannon, the characteristic fuselage cut-out for the wing, the longitudinal stiffener over the cannon bay and the crew entry door on the starboard side. (Aeroplane)

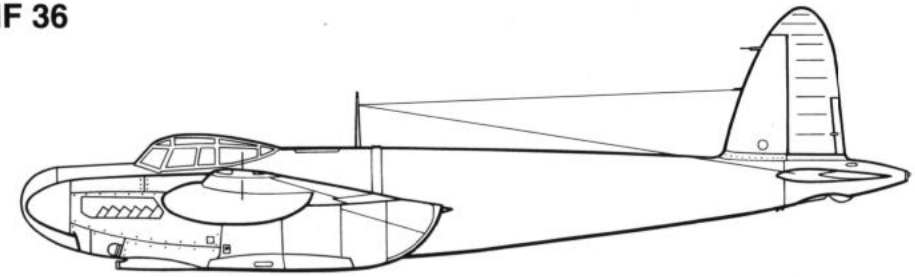
Sleek in an overall Silver dope finish, this Mosquito F Mk II (DD744) was later transferred to No 60 Squadron, South African Air Force. The F Mk II had a speed of 382 mph and a range of 2,180 miles and was armed with four machine guns and four cannon.

Development

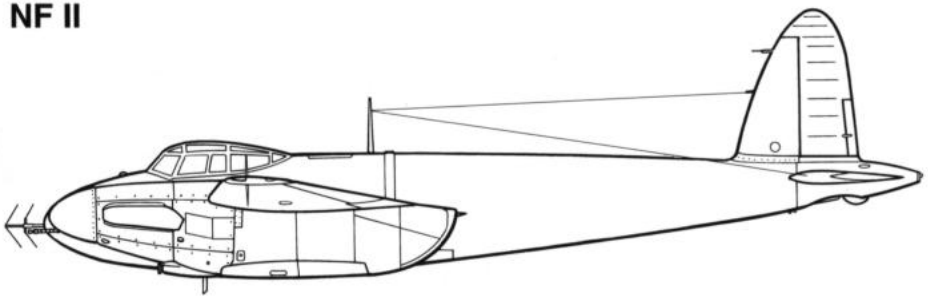
Prototype



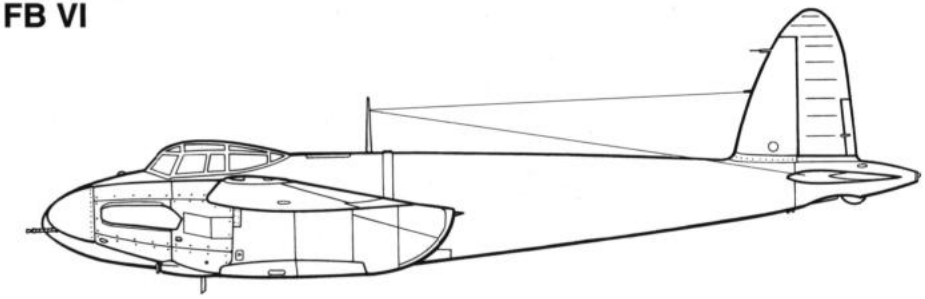
NF 36



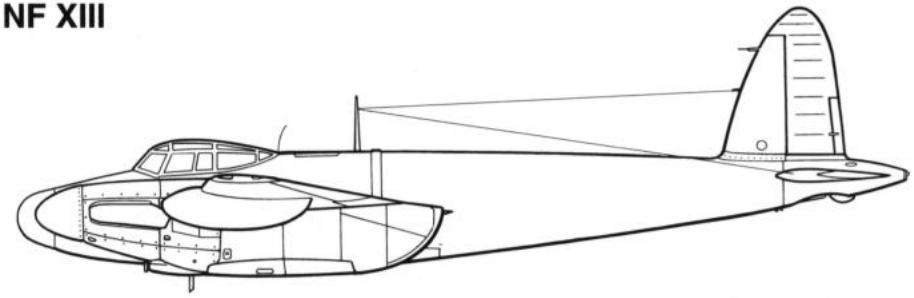
NF II



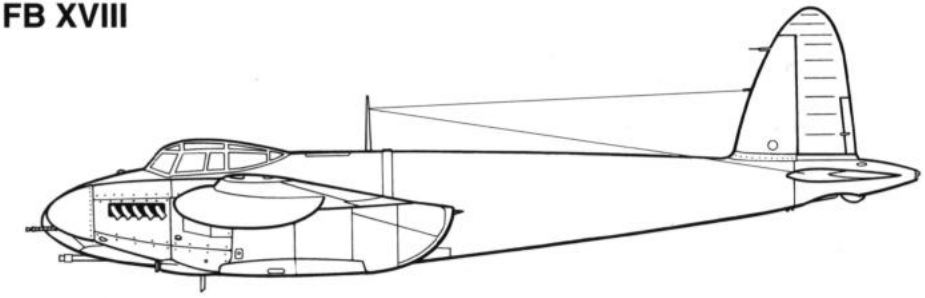
FB VI



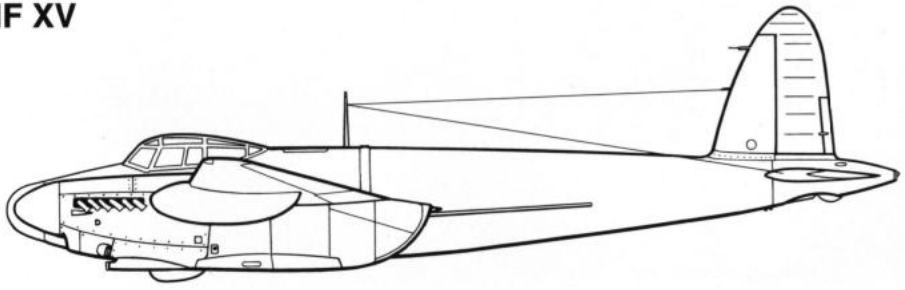
NF XIII



FB XVIII



NF XV



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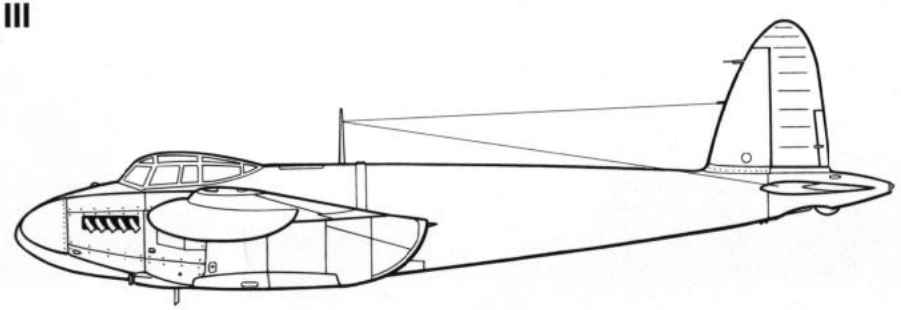


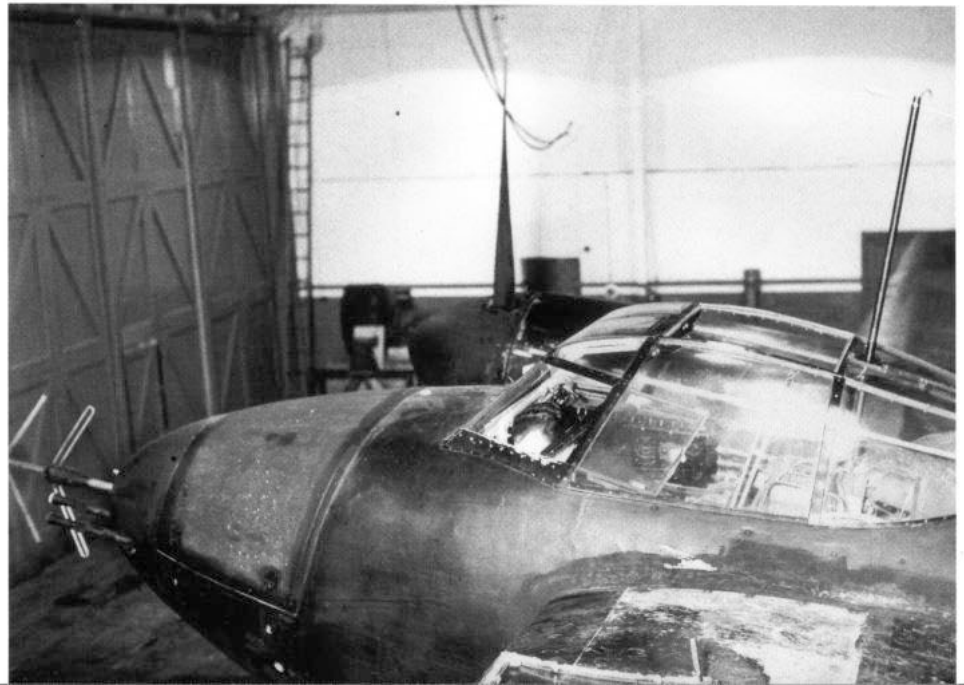
Night Fighter Variants

Mosquito NF Mk II

The Mosquito NF II was an F Mk II fitted with Mk IV Airborne Intercept Radar equipment. The main external difference being the arrow shaped radar antenna protruding from the nose above the four .303 inch machine guns and the two dipole antennas extending above and below each wingtip. The nose mounted antenna was the radar's transmitter while the wingtip antennas were the receiver antennas.

With a large section of Britain's aircraft industry committed to the production of four-engined heavy bombers, there was some shifting of emphasis away from the bombing role for the Mosquito to the fighter and photo reconnaissance roles. The particular urgency of bringing a more effective night fighter into service led to the introduction of the NF II before all testing had been completed. No 157 Squadron was formed on 13 December 1941 and received its first Mosquito NF II at Debden on 26 January 1942. This aircraft (W4073) was fitted with dual controls for use as a transition trainer. Once fully established in the Spring of 1942, the squadron had a complement of nineteen NF IIs and a single T III trainer. These NF IIs were painted in the standard night fighter finish of RDM/2A, a soot Black finish with a rough texture that gave off no reflection. This was soon abandoned when it was found that the finish cut some twenty-six mph off the Mosquito's top speed. The paint was replaced with a plain Flat Black finish, however, tests with this finish showed that the aircraft presented a strong silhouette against clouds on moon lit nights. Later tests came up with an overall Medium Sea Gray and Dark Green camouflage scheme that used a semi-matt paint. This finish was later approved by Fighter Command and became the standard for all later night fighter variants of the Mosquito.

The nose and cockpit area of an NF Mk II night fighter reveals the Mk IV "bow and arrow" radar transmitter antenna of the Air Intercept (AI) radar on the nose. There were also azimuth receiver aerials on each wingtip. The large antenna mast was not fitted to production Mosquito NF IIs.



No 157 made its operational debut on 3 April, when a single aircraft attempted to intercept a Luftwaffe "Baedecker" raid on Norwich. On 6 April, a second unit, No 151 Squadron based at Wittering, was formed with Mosquito NF IIs.

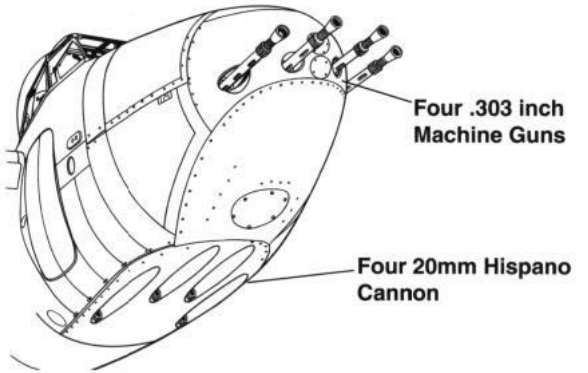
Successful interceptions of German bombers were made but only damaged and probable claims could be made for some months. Then on the night of 24/25 June, No 151 Squadron's commander made the first confirmed kill. Wing Commander Smith shot down two Do 217s and also claimed an He 111 as a probable.

By the end of 1942, additional Mosquito NF II squadrons had been formed and these adopted the techniques worked out by the pioneer night fighter units. Among the minor but important modifications made to the Mosquito NF II by crews of No 157 Squadron was the fitting of flash-suppressors to the nose machine guns, which had a tendency to blind the pilot when they were fired.

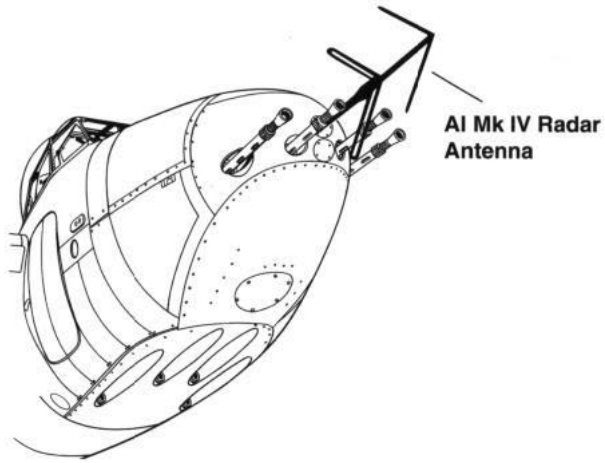
Overseas, the Mosquito fighter also began to make its mark, in the Far East where a few F Mk IIs began flying tactical reconnaissance sorties over Burma and in the Middle East two F

Nose Development

F Mk II



NF Mk II



IIs were very gratefully received by No 60 Squadron, South African Air Force in January of 1943. These aircraft were hurriedly fitted with cameras and made their first sorties on 15 February. Even with no experience on the type, the air and ground crews were kept busy, photographing German activity in advance of the campaign in Sicily since the Mosquitoes were considered to be the only aircraft capable of surviving in the face of heavy enemy fighter opposition.

Other Mk IIs were adapted for experimental flying, among them W4087 which was fitted with a Turbinlite searchlight in a shortened nose, and DD723 which had deep chin radiators fitted to its Merlin engines in place of the standard wing mounted radiators.

Production of the F/NF Mk II totaled 494 aircraft (the total including conversions to other marks).

NF II Special

Numerous successful Mosquito intruder sorties over enemy territory were made by Mosquito NF Mk IIs with the airborne radar removed and some twenty-five Mk IIs were issued to No 23 Squadron for this mission. These aircraft all had their AI radar sets removed and additional fuel tanks installed. Known as NF Mk II (Special) Intruders, these aircraft were delivered new to the squadron and spent five months on intruder operations over Europe. On 20 December 1942, No 23 Squadron was posted to Malta, its aircraft becoming the first Mosquitoes to be based in the Mediterranean theater. In subsequent months, No 23 found plenty of "trade" over German airfields and against a variety of ground targets in Sicily and Italy.

This quartet of Mosquito NF Mk IIs were fresh off the production line, including W4090, W4092 and W4088. The overall Black paint applied to these aircraft had a deep matt finish which tended not to weather to a semi-gloss even after a long period in service.

An early production Mosquito NF II running up its engines prior to an acceptance flight. The NF Mosquitoes joined radar-equipped Beaufighters in combating German night raiding bombers at night.The first squadron to operate the Mosquito NF II was No 157 Squadron, which received its first aircraft on 26 January 1942.

Intruder operations became a deadly Mosquito specialty when small numbers of NF IIs with their radar removed, known as NF Mk II Specials, penetrated continental airspace to create havoc around enemy airfields. This Mk II (DZ238) of No 23 Squadron, carried the name *Babs* on the nose in White.

Mosquito NF XII

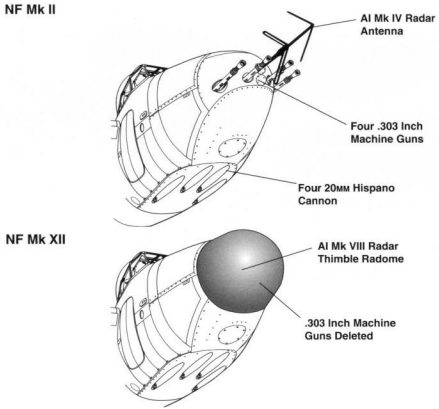
One of the most significant technical developments of the Second World War was the development of centimetric radar, which was rapidly adapted for airborne use and found wide employment in night fighters. The first Mosquito to carry the centimetric radar was the NF XII. The first aircraft was a modified NF Mk II (DD715) which was completed on 22 July 1942. Known as AI Mk VIII, the new radar antenna was carried under a lightweight "thimble" nose cone. Installation of the radar antenna in the nose made it necessary to delete the four nose mounted .303 inch machine guns carried by the NF Mk II.

The success of this installation led to the conversion of ninety-seven NF IIs to the NF XII standard, the work being carried out between January and June of 1943. No 85 Squadron received the first operational NF XIIs on 28 February and made the first confirmed kills for the new Mosquito night fighter on the night of 14/15 April when two Do 217s were shot down while attacking Chelmsford. The Mosquito NF XII could not only intercept German bombers but it also had the speed necessary to intercept the "hit and run" fighters that were making attacks along the English coast. In July the first Me 410 brought down over the UK was credited to a No 85 Squadron NF XII.

Mosquito NF XIII

Following the Mosquito NF XII into service, the NF XIII featured a blunter radome on the nose, known as a "bullnose" radome. This nose and radar was fitted to an airframe based on the Mosquito FB VI which gave the aircraft the capability to carry underwing fifty gallon drop tanks. This combination was ideally suited to the long range night fighter escort and intruder roles and as such, the NF XIII was more numerous than its predecessor, with some 260 being built.The NF XIII could be powered by either the Merlin 21, 23 or 25 engine and the first operational unit to receive the NF XIII was No 488 (RNZAF) Squadron. The squadron worked up on the new type during the Fall of 1943, and scored its first kill, an Me 410, on 8 November 1943.

Radar Development



A Mosquito NF Mk XIII (HK382) coded RO-T of No 29 Squadron parked on its dispersal pad at Hunsdon. One of the outstanding night fighter and intruder units of the war, No 49 Squadron began flying Mosquito XIIIs operationally on 14 May 1944. (IWM)

This Mosquito NF XII of No 29 Squadorn has a White aircraft ID letter (T) on the extreme nose, a useful aid to ground crews obliged to carry out arming and refueling operations, often under limited lighting conditions.

This Mosquito NF XIII of No 264 Squadron landed on a Normandy airstrip on 8 August 1944 after shooting down a Ju-88 bomber. The German aircraft exploded and the Mosquito crew was unable to avoid the blast. The resulting fireball burned off the fabric of the rudder and most of the aircraft's paint.

Mosquito NF XV

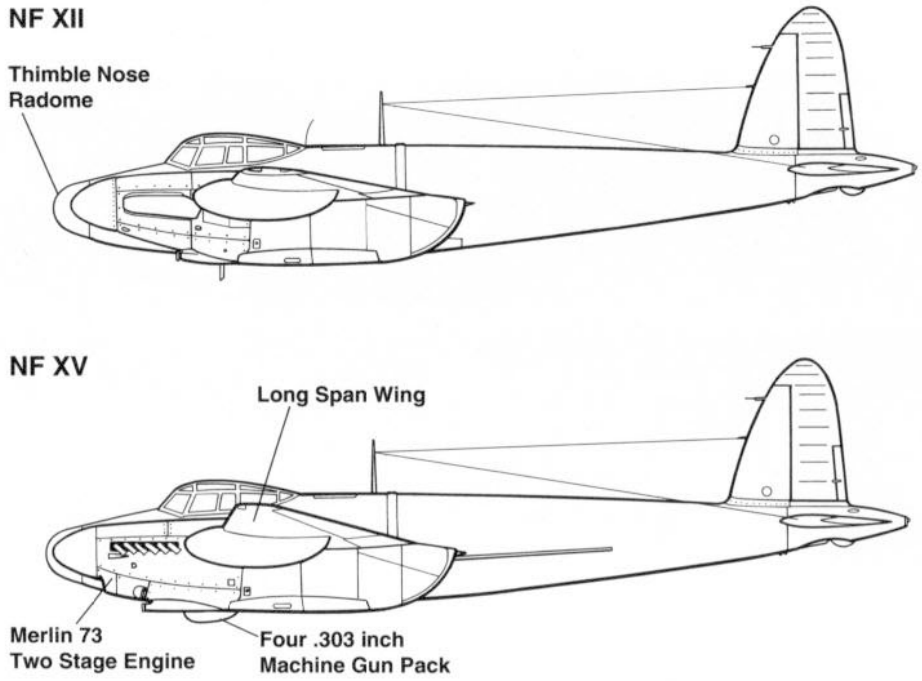
One prototype of this high altitude night fighter, (MP469) was completed, followed by another four aircraft (DZ366, DZ385, DZ409 and DZ417), all based on the Mk IV airframe powered by a Merlin 73 two stage engine. Differing in the equipment fitted, the Mk XVs came about as a direct result of the Luftwaffe's high altitude incursions over the United Kingdom using extensively modified Ju 86 reconnaissance aircraft. As the first Mosquito to be fitted with a pressure cabin, it was felt that MP 469 had a more than even chance of catching the nuisance raiders and work was begun in September of 1942, a few weeks after the Ju 86 flights began.

The modifications were concerned primarily in giving the Mk XV fighter capability and the nose cone of an NF II was quickly grafted on to replace the centimetric radar it was fitted with when the airframe served as the Mk XII prototype. All surplus weight was removed resulting in a savings of at least a ton, enabling MP469 to reach 45,000 feet.

Sent to Fighter Command's special High Altitude Flight at Northolt the Mosquito NF XV awaited the next sortie by a Ju 86 - but the German aircraft never came. The prototype was later refitted with an AI Mk VIII radar (as were the four other aircraft) all five having a ventral tray containing four .303 inch machine guns as their main armament.

Between March and August of 1943, the NF XVs were assigned to No 85 Squadron's special "C" Flight at Hunsdon, where they continued high altitude sorties. Later the aircraft were transferred to Fanborough for use in pressure cabin research.

There were a total of five operational Mosquito NF XV high altitude fighters. These aircraft were equipped with the AI Mk VIII radar, Merlin 73 two-stage engines, and long span wings. They were intended to intercept high flying Ju-86s over England.

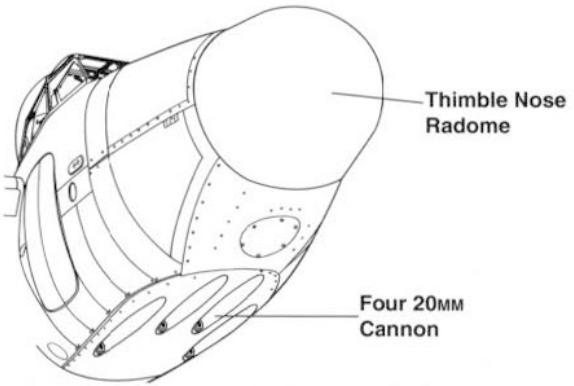


This Mosquito served as a pressure cabin test bed and was later converted to full Mk XV standards. The aircraft featured two-stage engines and extended span wings.

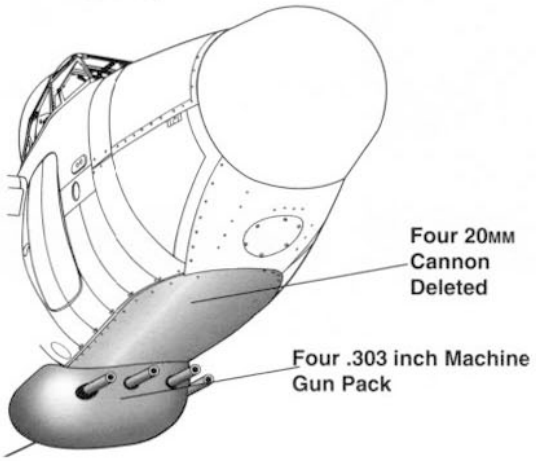
Some Mosquito NF XV carried a belly pack containing four .303 inch Browning machine guns instead of the standard four cannon armament.

Nose Development

NF XII



NF XV



Mosquito NF Mk 30

Numerically, as well as operationally, the Mosquito NF 30 was the most important of the late war Mosquito night fighters. Equipped with AI Mk X radar in a thimble nose radome, the type gave the RAF one of its most potent night interceptors. NF 30s were powered by the two-stage engines, either 1,680 hp Merlin 72s, 1,710 hp Merlin 76s or 1,690 hp Merlin 113s. These engines gave the NF 30 a maximum speed of 407 mph, an initial climb rate of 2,850 feet/minute and a range of 1,300 miles. The prototype made its first flight during March of 1944, and the NF 30 entered service with No 219 Squadron in June. This squadron was followed by No 406 in July and No 410 in August. It was the latter unit that opened the aerial score for the NF 30 when two Ju 88s were shot down on the night of 19/20 August.

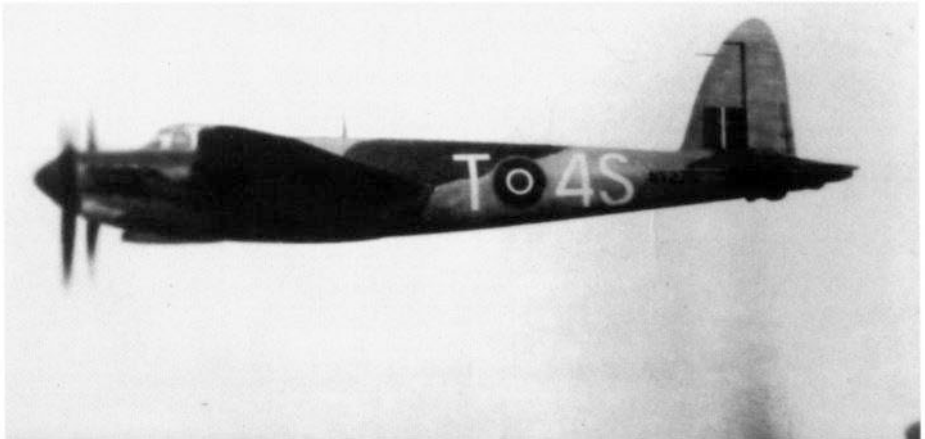
Although seven squadrons had NF 30s by the end of 1944, the new model suffered a fair degree of trouble with the exhaust flame dampers fitted to their engines. Louvered shrouds placed over the exhausts finally solved the problem, but many potential sorties were lost while ground crews attempted to overcome failures of the standard shrouds.

Mosquito night fighters on home defense duties were finding little enemy activity over the UK as the Allied armies pushed through France, but the Luftwaffe had not entirely abandoned attacks on England. A new method was tried during July of 1944 when KG 3 initiated the air-launching of V-1 flying bombs from He 111 carrier aircraft. This highly risky form of warfare was subsequently undertaken by aircraft of KG 53 and, on the face of it, a sophisticated interceptor like the Mosquito NF 30 should have been easily able to deal with the threat.

In practice; however, interception of the low and slow Heinkels sometimes proved not only difficult, but lethal to Mossie crews. A combination of flying too low, stalling when attempting to slow down sufficiently to catch their quarry and being damaged by German defensive fire, resulted in the loss of several NF 30s. On the German side, up to January of 1945, fourteen He llls were destroyed.

The lessened enemy air attacks on Britain resulted in the transfer of three squadrons of NF 30s to Bomber Command's 100 Group at the end of 1944. These units, Nos 406, 307 and 151 Squadrons, went onto the offensive in the bomber support role as night intruders. Highly effective against Luftwaffe night fighter airfields, the Mosquitoes "spooked" Nachtjagdgeschwader crews to the extent that on occasions, crashes were put down to the intruders even though none were within miles of the German aircraft.

This Mosquito NF 30 (NT276) was used by the Central Signals Establishment after the war. The aircraft was used to conduct electronic tests using its airborne intercept radar.



This Mosquito NF 30 had a cartoon figure painted on the fuselage under the cockpit. Some NF 30s had thimble nose radomes while others, such as this aircraft, had the bull nose radome fitted. (D. Howley)

Flying NF 30s fitted with Monica, AI and ASH radar, individual squadrons gave support to Bomber Command's continuing night war against German cities right to the end of the war. The NF 30 served with a total of twenty-four RAF squadrons.

The pilot (John Bently) and his crew (Flossie Moss and Leo Haskens) pose with WAAF Hilda Bergman in front of their Mosquito NF 30 which has the individual code M on the nose in Red.

Mosquito NF Mk 36

With the end of the war in sight, UK production of Mosquitoes tailed off, the remaining variants being produced in more modest numbers, reflecting the decreasing postwar need for piston-engined aircraft. The RAF continued to use Mosquitoes on a variety of duties, particularly reconnaissance, throughout the 1950s and the NF 36 was to be the mainstay of the RAF's nocturnal interceptor force in the immediate postwar years. The modest production run of 163 aircraft belied its importance in bridging the gap between piston engined fighters and jets

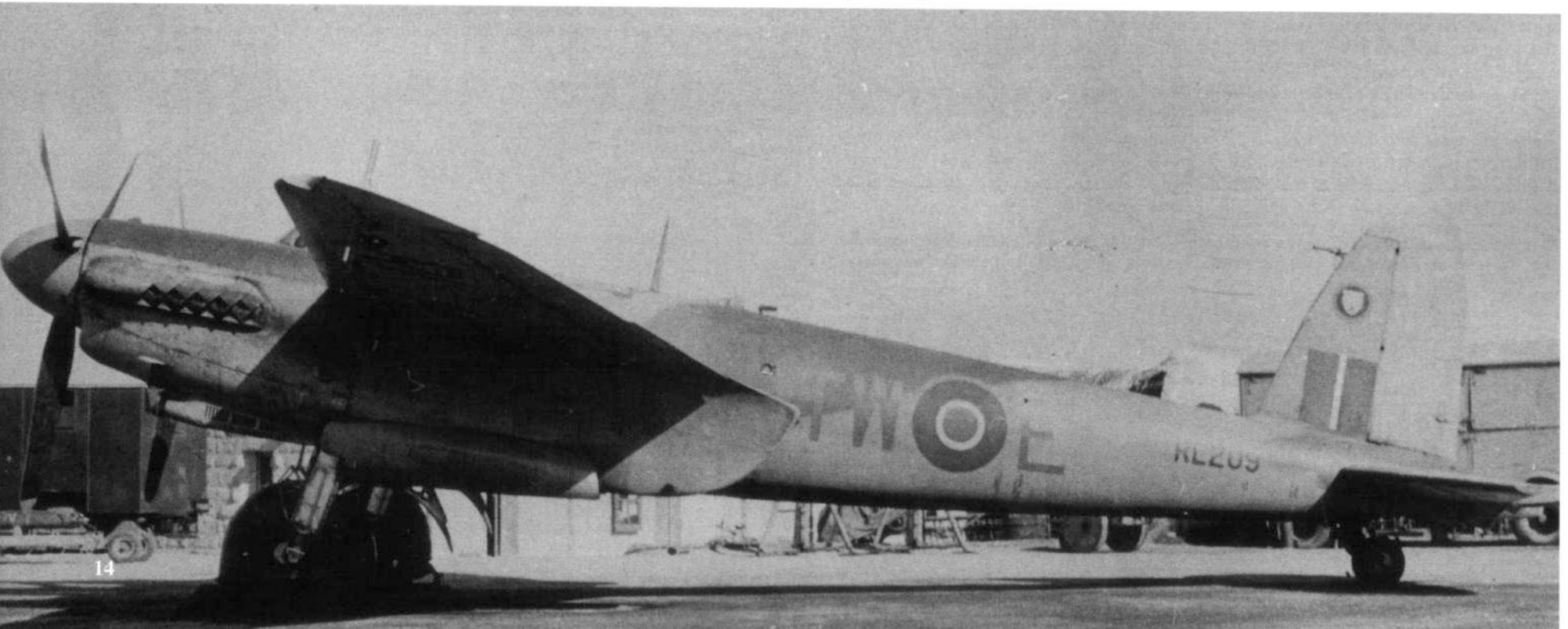
Also undertaking weather flights under the designation Met 36, the NF 36, as built for the night fighter role, carried improved AI Mk X radar and four 20mm Hispano cannon. The NF 36 served with seven RAF squadrons.

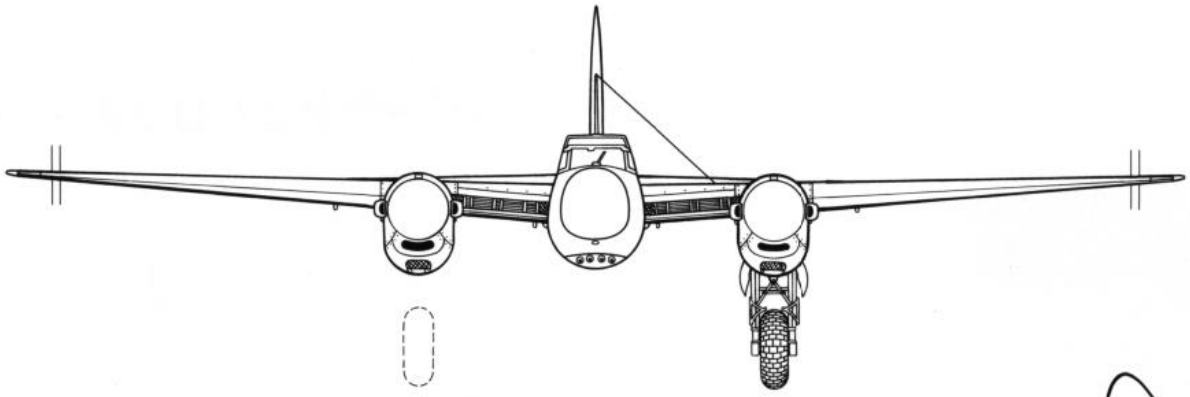
Mosquito NF Mk 38

A single prototype conversion of an NF 36, RL248, was followed by 101 production aircraft, the majority of which served in air arms other than the RAF. These aircraft were powered by Merlin 114A engines and were fitted with a British-built AI Mk IX radar, installed in the standard bullnose radome. The NF 38 had a gross weight of 21,400 pounds and a maximum speed of 404 mph at 30,000 feet. An NF 38 (VX916) was the last Mosquito built, ending a production period that had seen a total of 7,781 Mosquitoes (of all types) produced.

The NF 36 continued to provide the RAF with a night fighter capability until the advent of jet night fighters such as the Vampire and Meteor. This NF 36 (RL229/F) of an unidentified squadron taxies out, probably at a base in the Middle East. (Holmes)

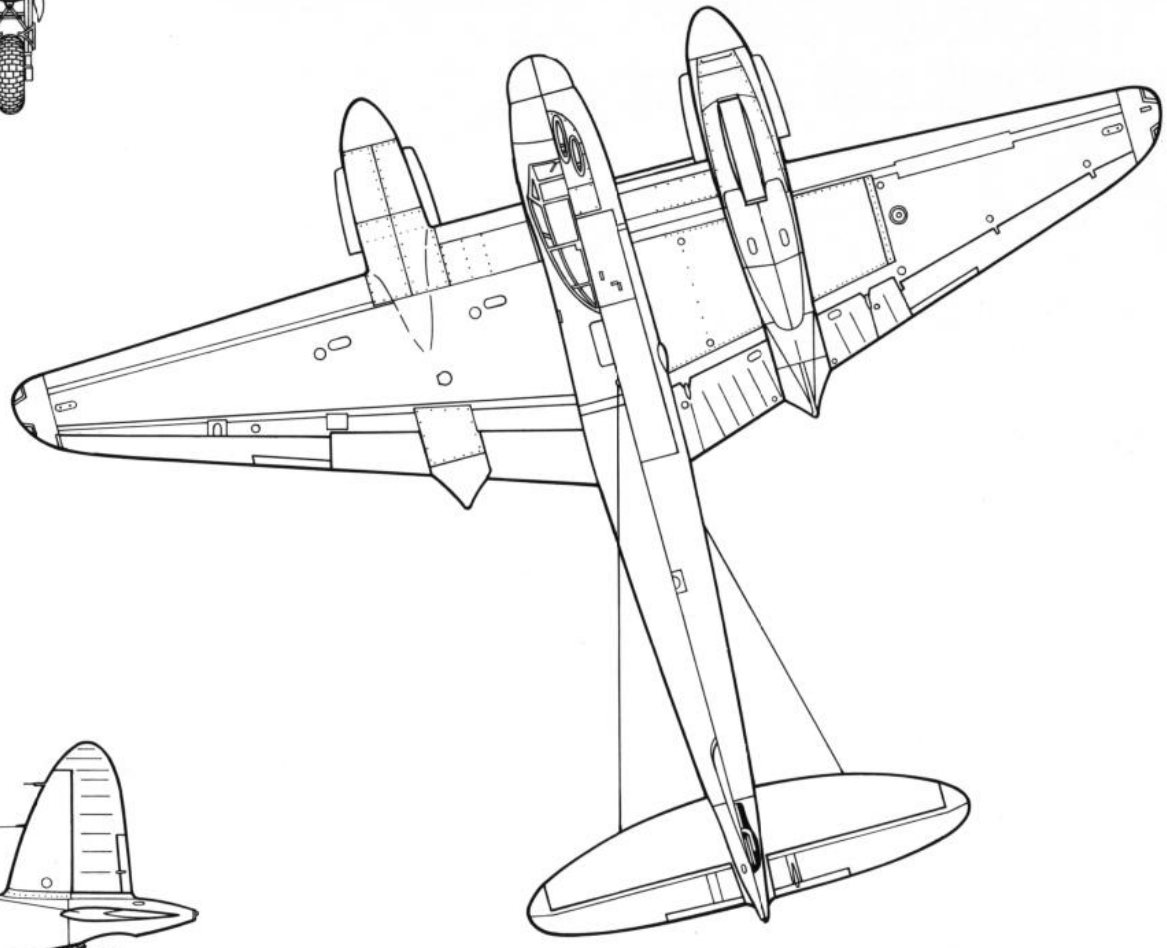
No 141 Squadron was one of a number of units equipped with the Mosquito NF 36. This aircraft (RL209) carries the unit's leopard head insignia on the fin. There were a total of 163 aircraft built and these served with a total of seven RAF front line squadrons. (P. Jarrett)

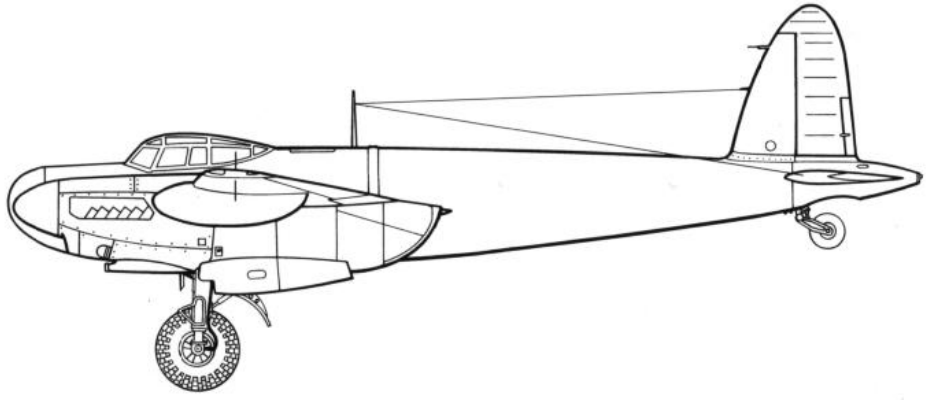




DeHavilland Mosquito NF 36 Specification

Wingspan	54 feet 2 inches (16.45m)
Length	44 feet 6 inches (13.56 m)
Height	12 feet 6 inches (3.81 m)
Empty Weight	13,400 pounds (6,078kg)
Maximum Weight	21,600 pounds (9,798 kg)
Powerplant	Two 1,680 hp Rolls Royce Merlin 113 liquid cooled engines
Armament	Four 20MM Hispano cannons
Speed	407 mph (654.9 kph)
Service Ceiling	38,000 feet (11,528 m)
Range	1,300 miles (2,092 km)
Crew	Two



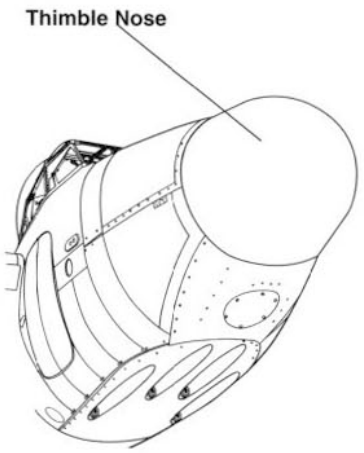


The Mosquite NF 38 was basically an NF 36 with uprated two-stage Merlin engines and AI Mk IX radar. Most NF 38s went to overseas customers and very few served as front line night fighters with the RAF.

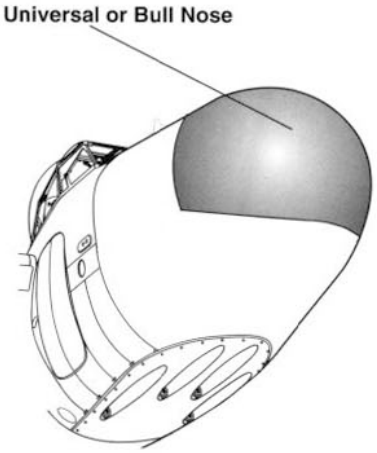
A number of Mosquito NF 38s were fitted with a transparent nose cap over the radar scanner antenna of the AI Mk IX radar, while others were fitted with a half transparent nose cap. (Robertson)

Radome Development

NF XII



NF 36/38



Flight Lieutenants Corrie and McFarlin prepare to board their Mosquito MF (Met) 38 for the last daily Met flight by a regular RAF crew on 30 April 1951. After this date, the Met flights were undertaken by reservists and instructors. (Aeroplane)

Fighter Bombers

Mosquito FB VI

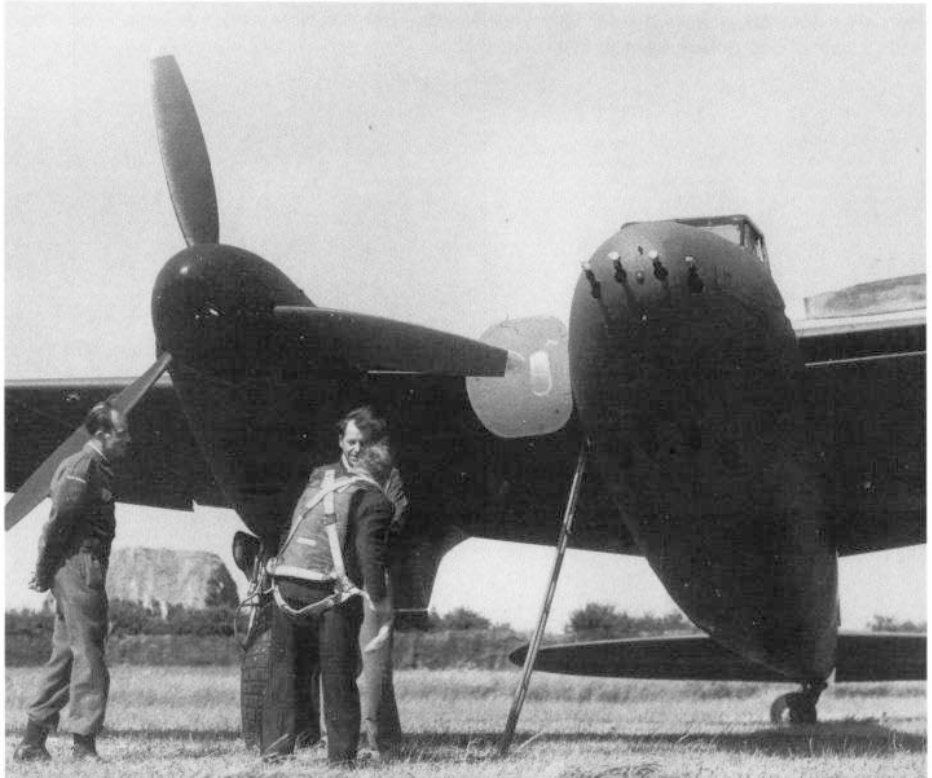
During July of 1941 the RAF decided to combine as much of the bomb load of the Mosquito B Mk IV as possible with the gun armament of the Mosquito NF II to create a fighter-bomber variant under the designation Mosquito FB VI. The space left over behind the cannon bay on the NF II was used as a bomb bay capable of housing two bombs (early aircraft carried two 250 pound bombs, while later aircraft could carry two 500 pound bombs). The strengthened wing of the B Mk IV with its underwing hard points for either fuel tanks or bombs doubled the bomb load to four bombs. Two 151 gallon fuel tanks could be carried internally in place of the bomb load, while the underwing tanks ranged from 50 to 100 gallon sizes.

The first production Mosquito FB VI made its first flight during February of 1943 and this mark was built in larger numbers than any other Mosquito variant. Nearly one third of all Mosquitoes built were FB VIs.

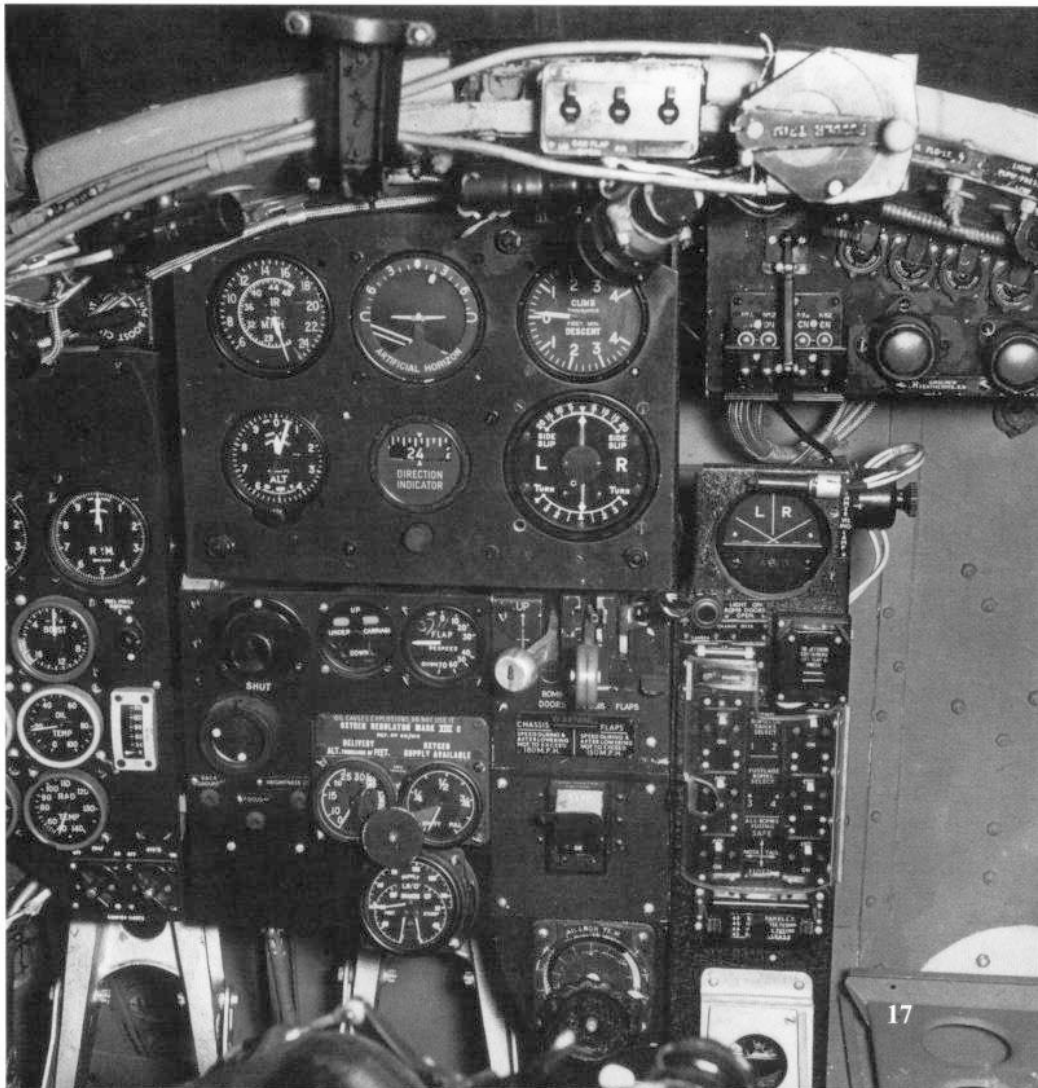
Not long after the FB VI entered service, a new armament option was added to its capabilities, the rocket projectile. One aircraft (HJ719) was used as a trials aircraft and modified with four rocket rails mounted under the outboard wing section. These rails could carry either a twenty-five pound armor piercing rocket or a sixty pound semi-armor piercing high explosive rocket. Tests showed that the ideal dive angle for rocket firing was twenty degrees and that a salvo of eight sixty pound rockets was equal to a broadside from a cruiser. These rocket rails became a standard option for use on the FB VI.

The first squadron to receive the Mosquito FB VI was No 418 Squadron which received its first aircraft on 11 May 1943. This unit was soon followed by No 605 Squadron and the first overseas unit to re-equip was No 23 Squadron on Malta. Within a short period the Mosquito FB VI was in widespread use, eventually equipping no less than twenty-six RAF Squadrons.

The ground angle of the Mosquito demanded a long ladder in order for the crew to use the fighter door on the fuselage side. It was a tight fit for a man in a full flying suit and parachute. This aircraft has a door fitted with a non-standard transparent panel.



The cockpit of a Mosquito FB Mk VI at the de Havilland factory on 7 July 1943 shows how the starboard walkway or the navigator/bomb aimer's area was blanked off with a metal plate in the fighter and fighter-bomber variants.



Under wing pylons with internal racks were installed on the FB VI to enable it to carry more ordnance or to increase its range through the use of external dropable fuel tanks. This aircraft has the pylons installed but is not carrying any underwing loads.

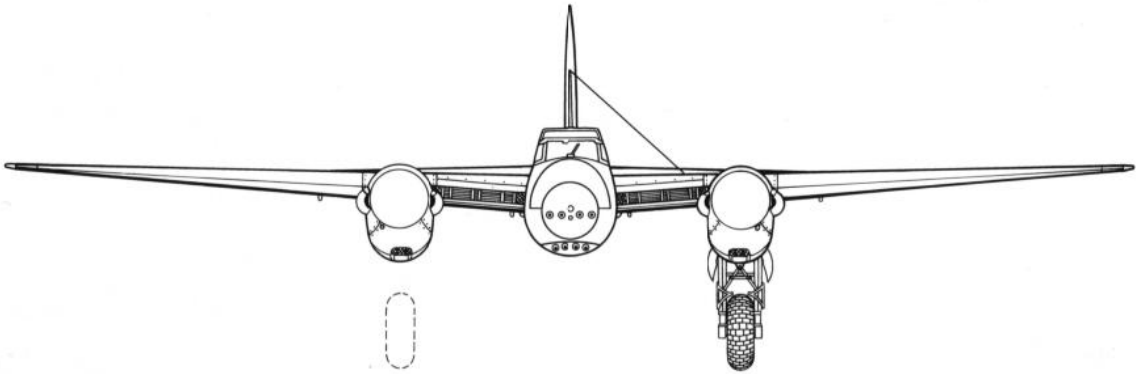
Ground crews refuel and rearm a Mosquito FB Mk VI fighter bomber of No 613 Squadron at its home station of Lasham. The crewman on the ladder is loading ammunition cans for the four nose mounted .303 inch Browning machine guns. (Rattigan)

A Mosquito FB Mk VI (LR275) of No 613 Squadron parked on the ramp of its home station. The aircraft is configured with underwing pylons which would normally be fitted with a pair of 500 pound bombs. (Rattigan)

Mosquito FB Mk VIs ranged far and wide on wartime service and this machine, HP877, has the legend SNAKE on the rear fuselage denoting that it was reserved for service by the South East Asia Command.

Operations underway. No 613 Squadron participated in many of the spectacular Mosquito raids, including the attack on the Dutch population registry on 11 April 1944. This strike destroyed many of the records the Gestapo held on the Dutch resistance. This Mosquito is carrying a 250 pound bomb under each wing. (Rattigan)

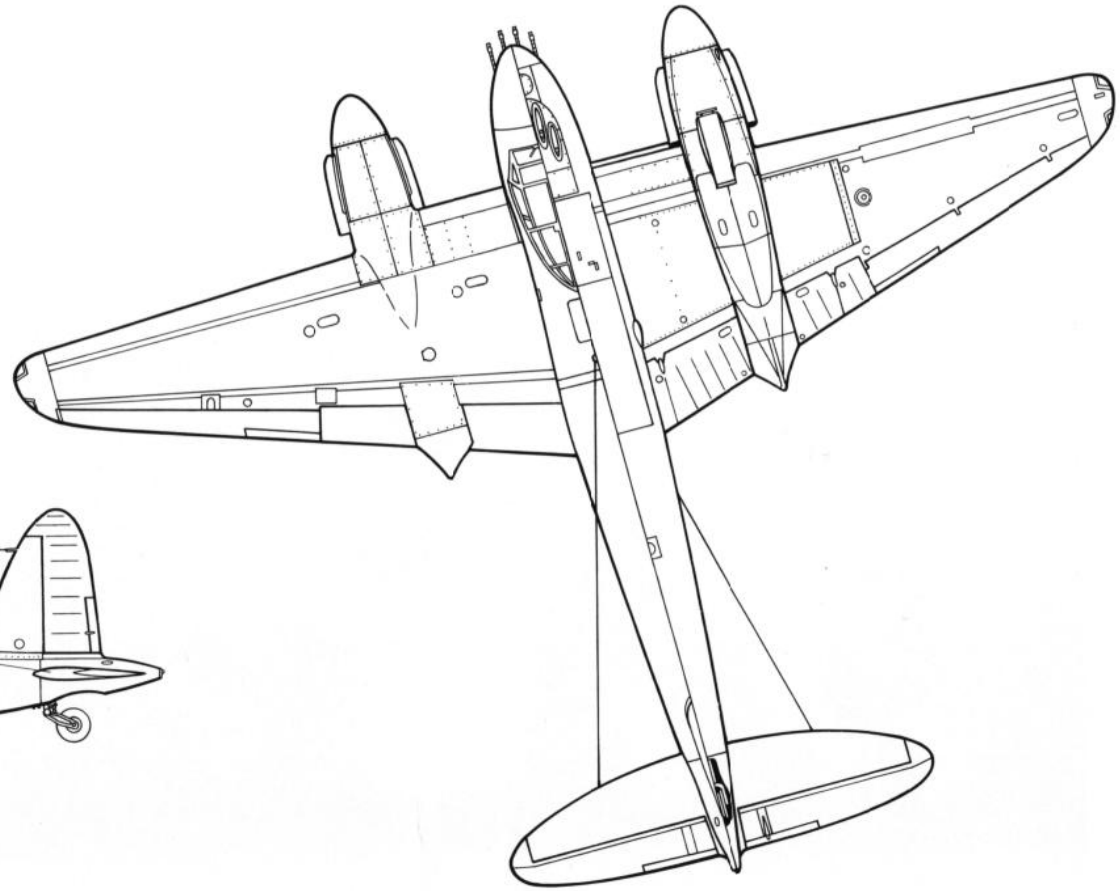
Armorers enjoy a short break in the sunshine before they start loading the bombs onto the underwing racks of these Mosquito FBMk VIs of No 487 Squadron. The crew servicing the aircraft are loading the ammunition boxes for the nose .303 inch machine guns. (Aeroplane)

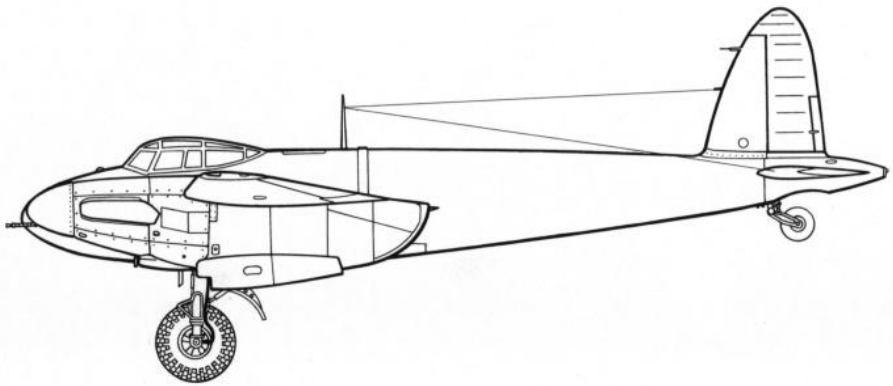


Specification

DeHavilland Mosquito FB Mk VI

Wingspan	54 feet 2 inches (16.45m)
Length	40 feet 6 inches (12.34m)
Height	12 feet 6 inches (3.81 m)
Empty Weight	14,344 pounds (6,506kg)
Maximum Weight	22,258 pounds (10,096 kg)
Powerplant	Two 1,635hp Rolls Royce Merlin 25 liquid cooled engines
Armament	Four 20MM Hispano cannons and four .303 inch machine guns
Speed	378 mph (608 kph)
Service Ceiling	33,000 feet (10,068 m)
Range	1,855 miles (2,985 km)
Crew	Two



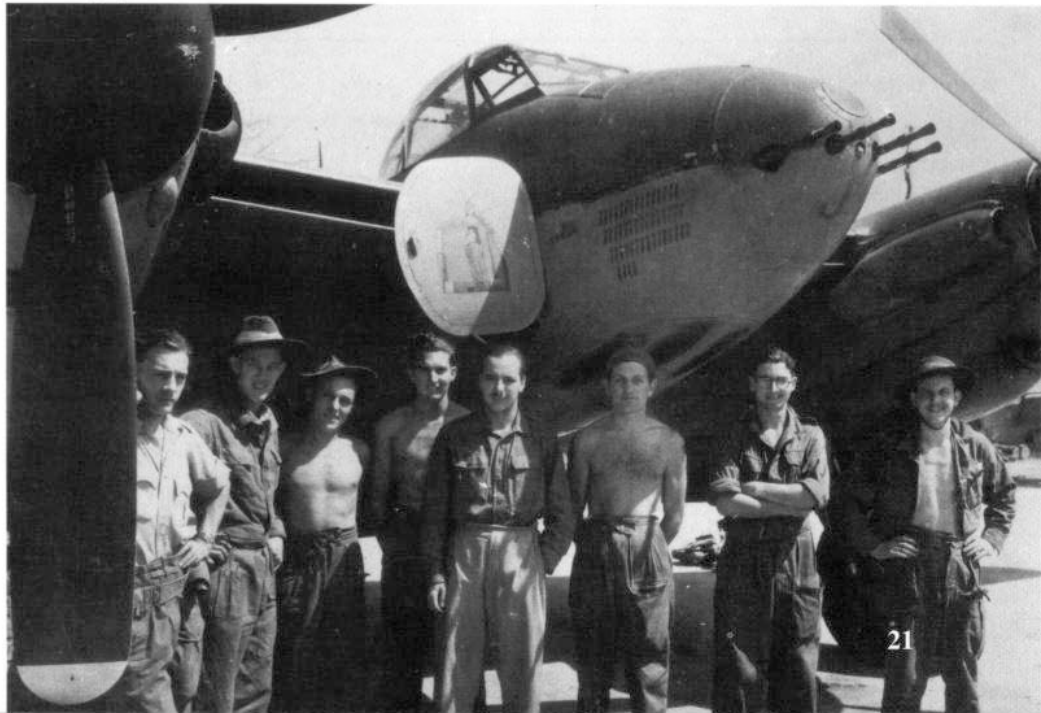


After the war, RAF Mosquitoes carried their serial numbers under the wings in large Black letters. This Mosquito FB Mk VI (TE883) was stationed in the Far East. This aircraft plus many others from this serial batch were later passed to the Royal New Zealand Air Force. (Aeroplane)

This Mosquito FB Mk VI carries full D-Day invasion stripes on the fuselage. It is believed that this aircraft was assigned an Australian crew of No 464 Squadron at Thorney Island. (RAF Museum)

The three types of drop tanks used by Mosquitoes were the 50, 100 and 200 (Imperial) gallon tanks.

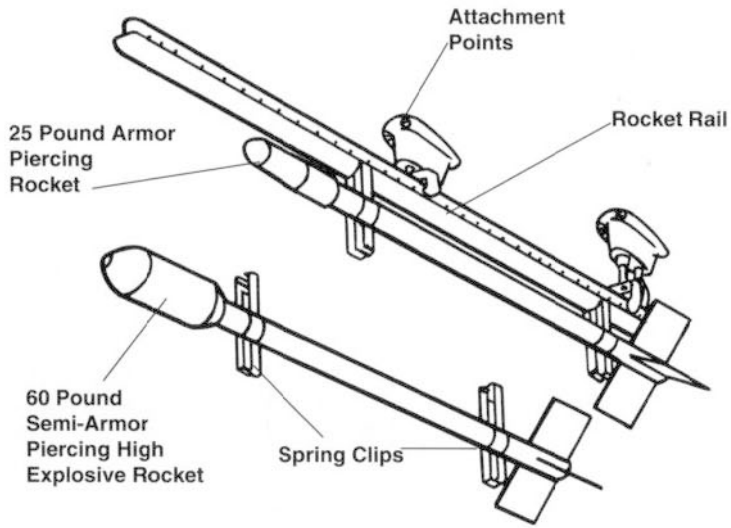
Commonwealth crews did not shrink from personalizing their aircraft with striking artwork, names, and scoreboards that gave a log of their operations. This Aussie crew poses with their aircraft, an FB Mk VI with "door art" and an impressive scoreboard of bombing operations.



A Mosquito FB Mk VI (RS625) of No 143 Squadron armed with eight rockets along with its standard cannon and machine guns. The addition of the rockets provided the Mosquito with a more than adequate aerial broadside for anti-shipping operations.

With the end of the Second World War, peace did not come to all corners of the world. In Indonesia insurgent forces threatened Allied forces' attempts to repatriate prisoners formerly held by the Japanese on Java. The RAF protection force for the transport flights and some ground attacks on bandit camps included three squadrons of Mosquitoes. Rocket armed FB Mk VIs of No 47 Squadron were part of that force. (IWM)

Rockets



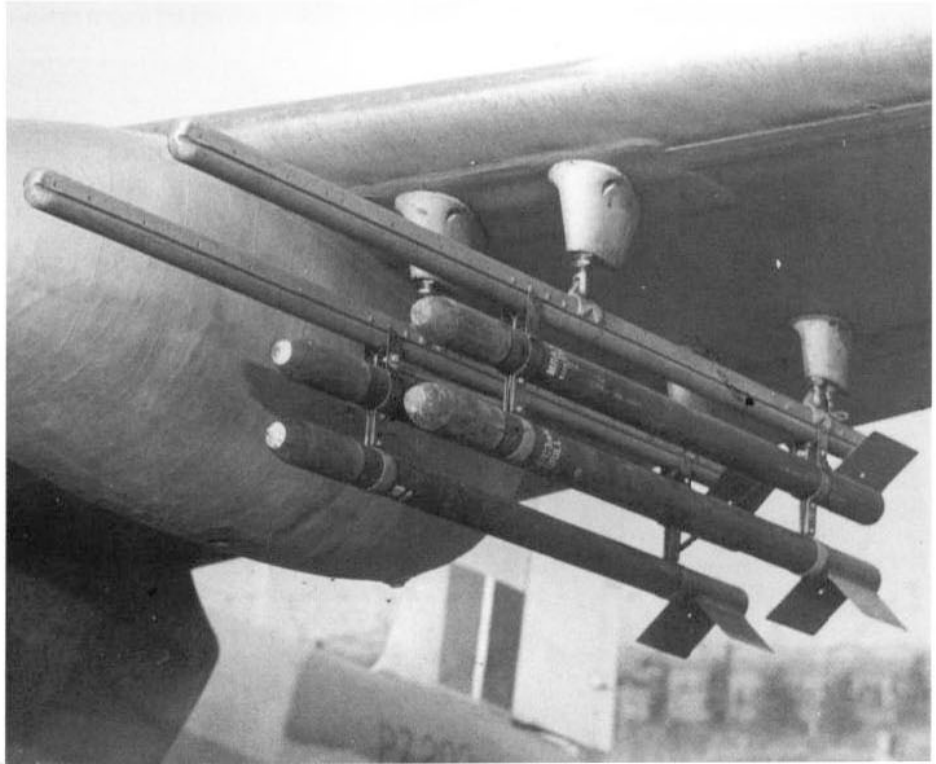
This Mosquito FB Mk VI (RS625) of No 143 Squadron flew sorties as part of the Banff Strike Wing commanded by Group Captain Max Aitken. Attacking numerous shipping targets during the last months of the war, No 143 Squadron was credited with the sinking of four U-boats.

The Mosquito FB Mk VI could carry two, double tiered racks for a total of four rockets outboard of the wing fuel tank. These racks enabled the full eight rocket projectile (RP) load . Without the tiered racks the large tanks would have reduced the rocket load to four if only the normal single rails were available.

British aerial rockets were made to slide onto their launch rails and were held in place by two spring clips. The armorer's final job was to attach the electrical arming "pigtails" to the rear of each rocket.

Various rocket launching rails were used on the Mosquito. This FB Mk VI is configured with the tapered type which consisted of lengths of tubular steel welded together.

The double tiered rocket rails held pairs of rockets allowing the Mosquito to carry four rockets under each wing along with an under wing fuel tank.



This Mosquito NF XIII of No 29 Squadron was based at Hunsdon during May of 1944 and flew night intruder missions.

An overall Aluminum doped Mosquito FB VI of No 211 Squadron at Bangkok, Thailand during November of 1945.

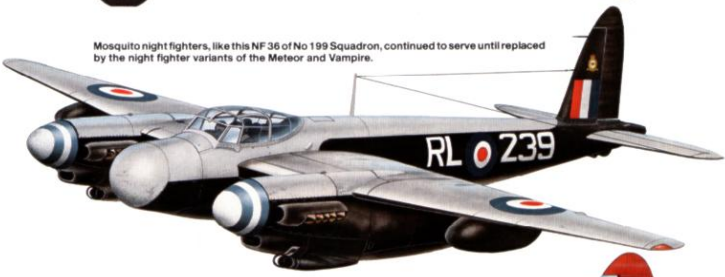
The Royal Navy operated a number of Mosquito FB VIs including this aircraft attached to No 811 Squadron.

No 235 Squadron flew 57MM cannon armed Mosquito FB VIs on anti-shipping missions during early 1945.

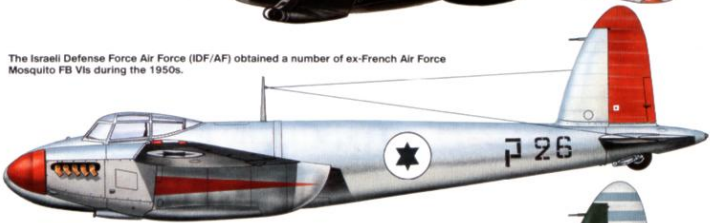
Mosquito FB VIs of No 107 Squadron carried the squadron insignia on the fin.

This Mosquito NF 36 carried the Red and Black checkerboard marking of No 85 Squadron during the early 1950s.

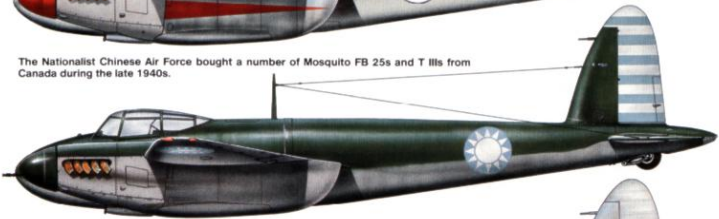
Mosquito night fighters, like this NF 36 of No 199 Squadron, continued to serve until replaced by the night fighter variants of the Meteor and Vampire.



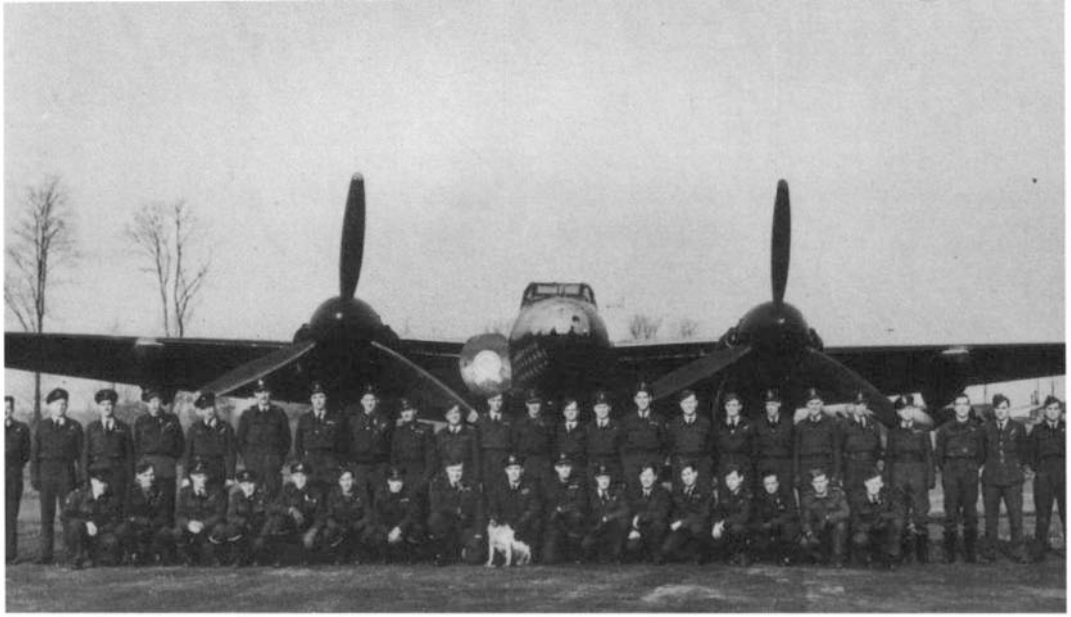
The Israeli Defense Force Air Force (IDF/AF) obtained a number of ex-French Air Force Mosquito FB VIs during the 1950s.



The Nationalist Chinese Air Force bought a number of Mosquito FB 25s and T IIIs from Canada during the late 1940s.

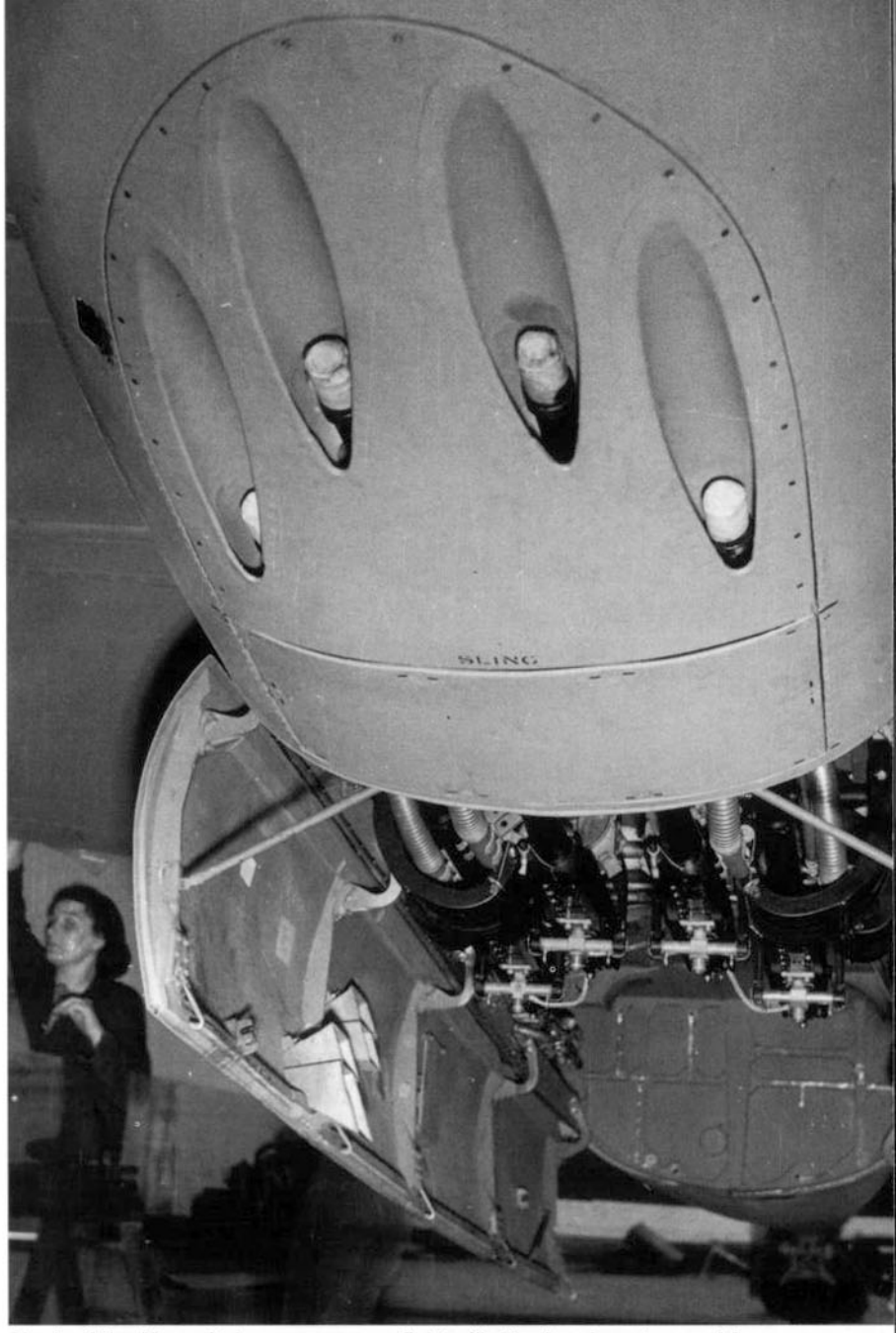


The Dominican Republic bought five ex-RAF Mosquito FB VIs (serials 301-305) during 1948.



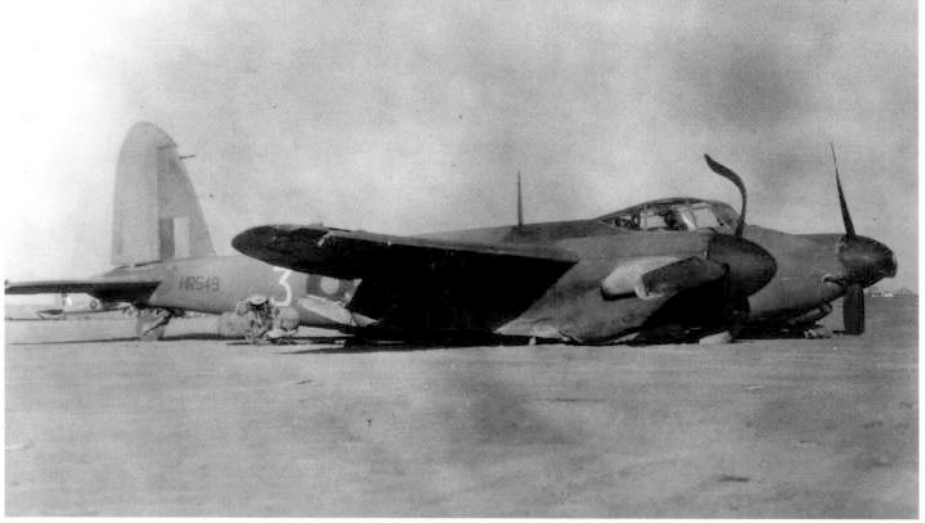
Intruder Mosquitoes of No 418 (City of Edmonton) Squadron, RCAF were part of 11 Group Fighter Command when the pilots and navigators posed with one of their FB Mk IVs at Hunsden in November 1944. This Mosquito racked up twenty-three confirmed kills relying purely on the eyesight and experience of its crew. (Barney Job)

A pair of SEAC Mosquito FB VIs surrounded by supplies and Burmese bearers on a forward airstrip during March of 1945. Interestingly, both Mosquitoes (believed to be from No 82 Squadron) retain exhaust flame-dampers in an area of operations where these were not needed. (Aeroplane)



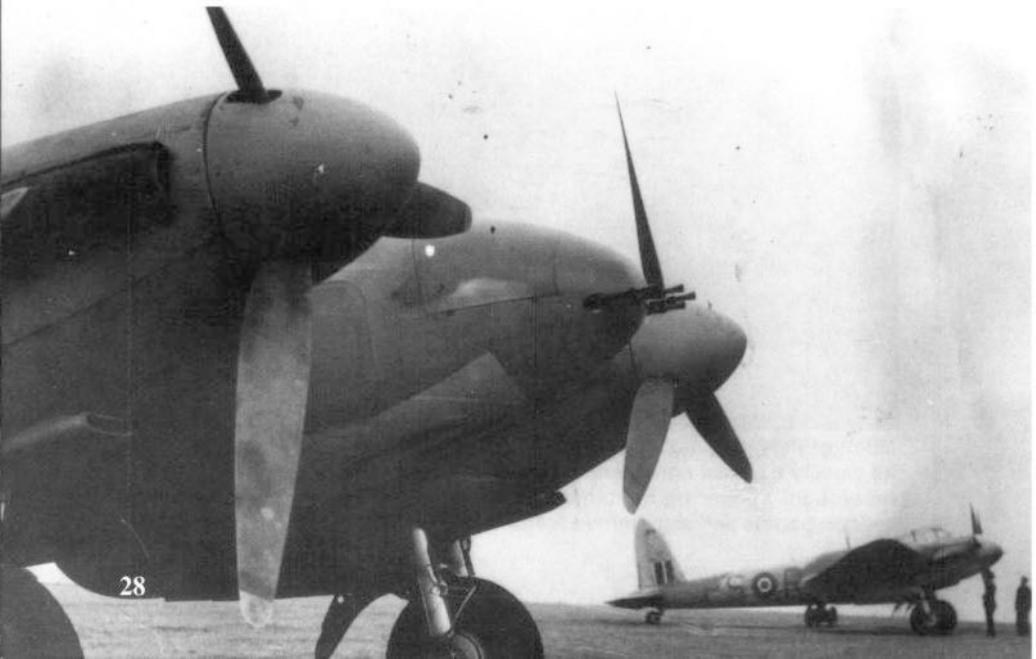
Much of the Mosquito's success as a fighter/fighter-bomber stemmed from its closely grouped armament, which enabled a concentrated cone of fire to be brought to bear on the target, with a minimum "spread". The Hispano cannon barrels and ammunition feeds were mounted in the lower fuselage.

This Mosquito FB Mk VI (TA470) was coded ZE-G and was assigned to the Night Fighter Leaders' School, which formulated and tested aircraft and tactics under the command and guidance of the Central Fighter Establishment. The unit was assigned a number of Mosquito variants. (P Jarrett)



This Fb Mk VI (HR549/3) of No 1672 Conversion Unit at Yelahanka, India made a belly landing after its port wing tip was damaged and the main landing gear failed. The engines were still running at the time of the crash and both propellers are bent. It is unlikely that a Mosquito could be repaired after receiving this degree of damage. (Robertson)

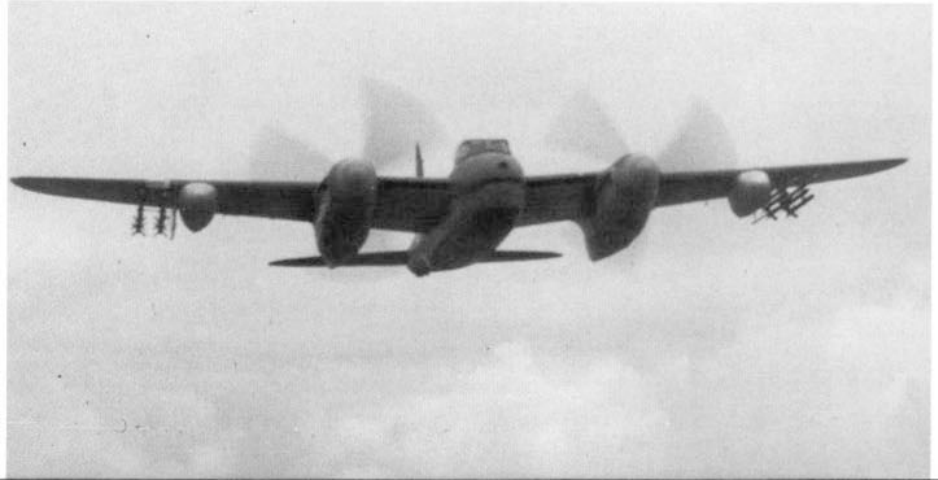
With the introduction of the Mosquito FB Mk VI, the Royal Air Force gained a true heavily armed "multi-purpose" fighter-bomber capable of handling any assigned duty with an almost guaranteed success. This pair of FB MK IVs are assigned to No 264 Squadron.



Armed with eight rockets on single rails, a Mosquito FB VI waits on its hardstand for its next mission. The rockets gave the Mosquito the same firepower as a naval cruiser and were highly regarded for anti-shipping missions and for attacking other targets such as tanks, vehicle convoys and troops. (RAF Museum)

The immediate postwar period saw RAF aircraft stationed in Germany as part of British Air Forces of Occupation (BAFO). Faced with the risk of sabotage from diehards still loyal to the defunct Third Reich, RAF Regiment armored cars became a familiar sight around airfield dispersals. During December of 1947, No 11 Squadron's FB MK IVs including HR338)0 carried the unit's distinctive "double eagle" badge on a White circle on the fin. (Aeroplane)

The dark cicrle in the center of the nose of this rocket armed Mosquito FB Mk VI is the opening for the gun camera port.

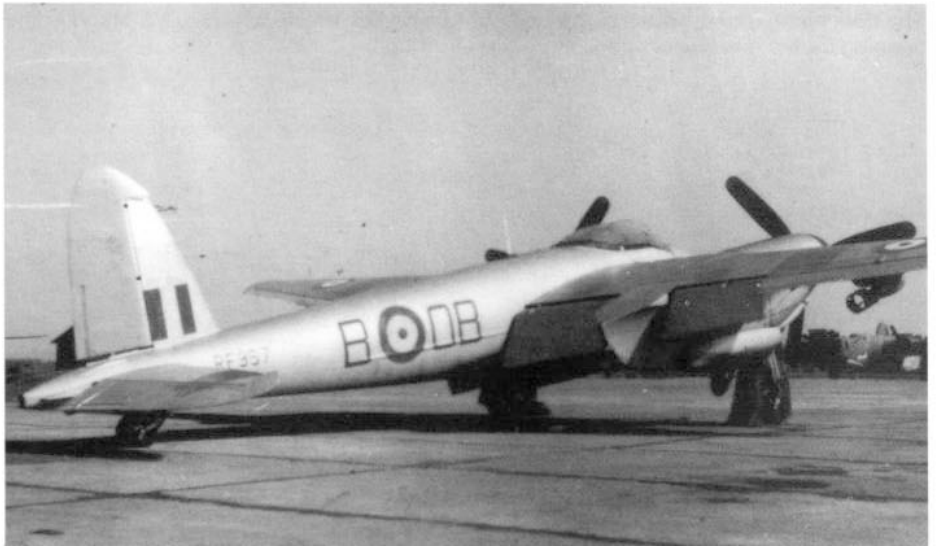


These FB VIs of No 211 Squadron at Bangkok in November of 1945 include RF751/B and RF711/A. These aircraft carried Black SEAC recognition markings which were specified for aircraft in light or Silver finish. The serial number was repeated on the fin above the two-tone flash. (RAF Museum)

This Mosquito FB Mk VI reveals the arrangement of the four .303 inch Browning machine guns in the nose and the gun camera port centered immediately above the machine gun barrels.

A Mosquito FB Mk VI (LR347/T) of No 235 Squadron flown by Flight Lietuenant Nunn limps home with the port engine feathered after flak damage during a post D-Day strike. Despite severe vibration, the damaged Merlin held together and the crew escaped the subsequent crash-landing unhurt.

Mosquitoes of various marks served the RAF after the Second World War ended with the FB Mk VI being one of the most numerous variants in use. This machine, RF957, was part of No 45 Squadron at Santa Cruz during 1946. (RAF Museum)



This Mosquito FB Mk VI (HR405/A) of No 143 Squadron is carrying a full load of eight rockets on single rails, indicating that the mission is of relatively short range. The squadron conducted anti-shipping operations as part of Coastal Command's strike force.

A tight diamond formation of four Mosquito FB Mk VIs of No 605 Squadron over Gutersloh, Germany during May of 1947. The aircraft include: RS678/T, SZ967/B, and PZ381/R. Mosquito FB VIs were issued to the squadron in lieu of the Mosquito NF 30s that the squadron was originally slated to receive. (Aeroplane)

No 307 Ziemia Wielkopolska Squadron was the last of four Polish-manned units raised by the Royal Air Force. It operated FB Mk VIs from Hartford Bridge and made a name for itself attacking a variety of German targets exclusively at night. The unit carried the Polish national insignia on the nose of their Mosquitoes. (Polish Air Force Film Unit)

(Left) It was relatively rare for British wartime aircraft to feature hinged access panels for maintenance. The bolt on access panels were usually totally removed from the aircraft and laid on the ground around the dispersal pan until the maintenance personnel were finished and reinstalled them.

Mosquito FB XVIII

Some eyebrows might have been raised when the suggestion was first put forward for the Mosquito to carry a howitzer, but de Havilland chief designer R. E. Bishop made his calculations and confirmed that it could be done without too much modification of the standard FB VI airframe.

Accordingly, the manufacturers set about accumulating data on weights and recoil forces, using a standard six pounder field gun rigged in the nose of a crashed Mosquito FB Mk VI. The success of these firing tests was gratifying, since it was felt that a large caliber gun was the answer to destroying German U-boats caught on the surface. German submarines were progressively being fitted with heavier flak guns and few skippers would duck the chance of fighting it out with aircraft if their boats were damaged or otherwise incapable of diving. And the submarines did not always come off worst in the engagement. The larger caliber gun would allow the Mosquito to attack the submarine from a stand off distance, outside the range of smaller caliber flak guns.

An FB VI (HJ732/G) was modified to carry the anti-tank gun and flew as the prototype FB XVIII during mid-1943 and commenced air firing trials at Boscombe Down on 12 June. On confirmation that the six-pounder gun would work, conversion work on eighteen FB VIs was initiated. The FB XVIII carried either a 57MM Molins or Vickers S quick firing, anti-shipping weapon and retained its four nose mounted .303 inch machine guns along with a full load of eight rocket projectiles. This combination made the "big gun" Mosquito a very potent anti-shipping weapon. To protect the crew and engines from enemy fire, an additional nine hundred pounds of armor was installed around the cabin and engine nacelles.

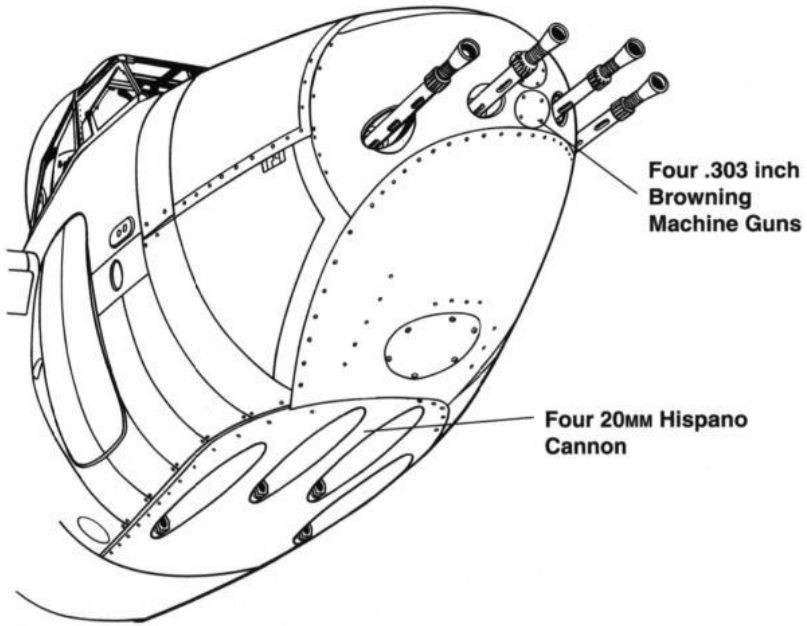
One of the first successes for the FB XVIII came on 25 March 1944 when a German U-boat was sunk off France. The RAF found that, operationally, the anti-tank gun offered few advantages over rockets. The service was not alone in this view and since a reliable alternative was available, very heavy caliber guns did not find widespread favor with any air force, primarily due to the weight penalty of the gun, the lack of space for ammunition stowage and the need for a steady, vulnerable aiming run on the target. One FB VIII was furnished to the U.S. Navy for testing, although the fate of this aircraft is unknown.

In the case of the Mosquito FB XVIII, its heavy cannon could indeed knock holes in U-boats, as Nos 235, 248 and 254 Squadrons, among others, found. But the sheer superiority of Allied air power could usually overcome the opposition with conventional weapons, particularly since the war was going increasingly in the Allies' favor.

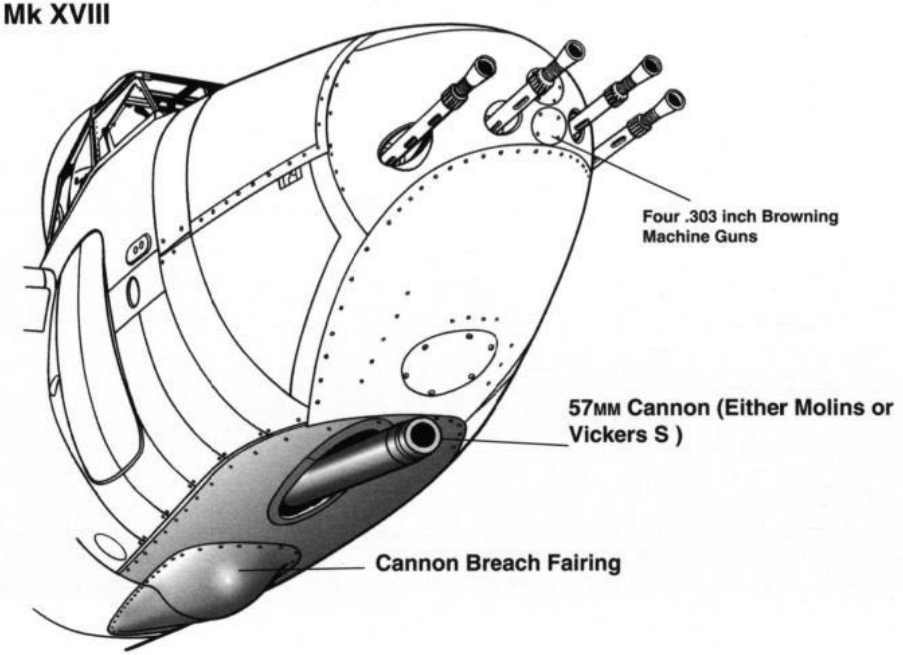
The Mosquito FB XVIII carried a 57MM cannon, either a Molins or Vickers S quick firing weapon under the nose. This aircraft (PZ467) was an early conversion and was used in the flight test program. The weapon was capable of easily sinking German U-boats.

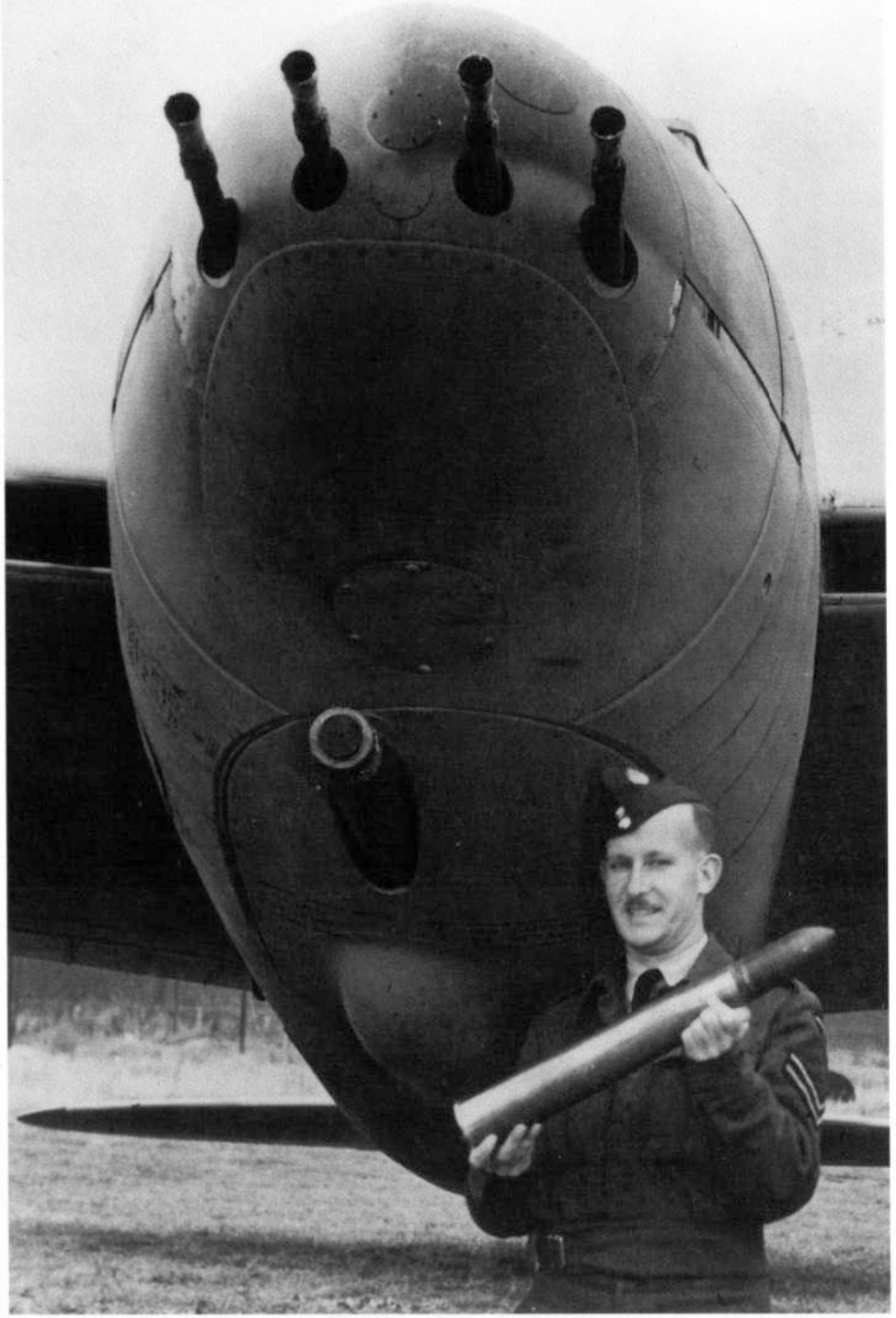
Armament Development

FB MK VI



FB Mk XVIII





An RAF armorer holds one of the 57MM shells fired by the Molins gun carried on the Mosquito FB Mk XVIII. These aircraft were nicknamed Tsetse Mossies and carried a total ammunition load of twenty-five rounds for the cannon.

Most Mosquito FB XVIIIs had the number of machine guns reduced to two because of the blast effects from firing the Molins gun. The small caliber weapons were used primarily for sighting the 57MM gun during firing runs.

Carrying full D-Day invasion stripes for its close air support role, this Mosquito XVIII (NT225/0) of No 248 Squadron heads out on another mission. In action these "big gun" Mossies were intended primarily to attack U-boats which were increasingly heavily armed to fight Allied aircraft if they were caught on the surface. (IWM)

Trainer Variants

Mosquito T Mk III

Training crews to handle the potent Mosquito effectively was a natural progression in the production program. Dual controls had been installed on two early NF II fighters (W4050 and W4073) and it was orginally intended that all fighter versions would have dual controls. However, this idea was dropped and a specialized trainer was developed. The Mosquito T Mk III became the first varient tailored for the training role with all armament removed. In all, 358 T IIIs were built, including six converted from F Mk IIs.

Mosquito T.Mk 22

The Mosquito T 22 was a Canadian-built variant based on the FB VI airframe. Six Canadian T 22s were built, powered by Merlin 33s. These were followed by forty-nine additional trainers developed from the T 22 under the designation Mosquito T 27 (nineteen were accepted by the RCAF) and thirty-seven conversions of FB 26 airframes that were given the designation Mosquito T 29.

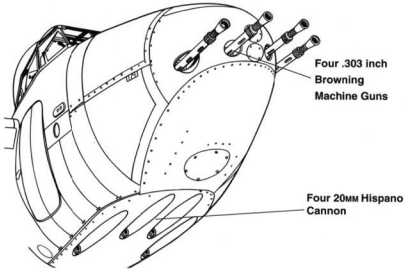
Mosquito T Mk 43

The distinction of building the highest and last Mosquito mark number also fell to Australia with the conversion of twenty-two FB 40s to dual control T Mk 43 standards (serials A52-1050 to A52-1071). The intervening numbers were taken up by deliveries of ex-UK production airframes, which were given Australian military serial numbers. Although based on the British T III, the Mosquito T 43 had a revised cockpit layout with some U.S. instrumentation and Australian radios and could accommodate full fighter bomber armament for comprehensive ground attack training.

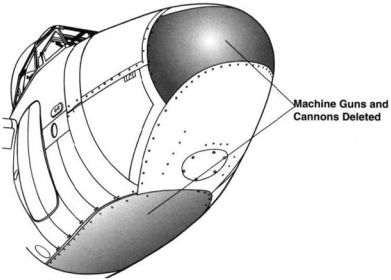
Fifteen unarmed Mosquito FB VIs were issued to No 811 Squadron, Royal Navy at Ford in September of 1945. They were given a spot of color by adding Blue with White outline code letters and by painting the spinners in the same colors. The four-letter code starting with "FD" is somewhat unusual for a Mosquito squadron. (Aeroplane)

Nose Development

FB Mk VI

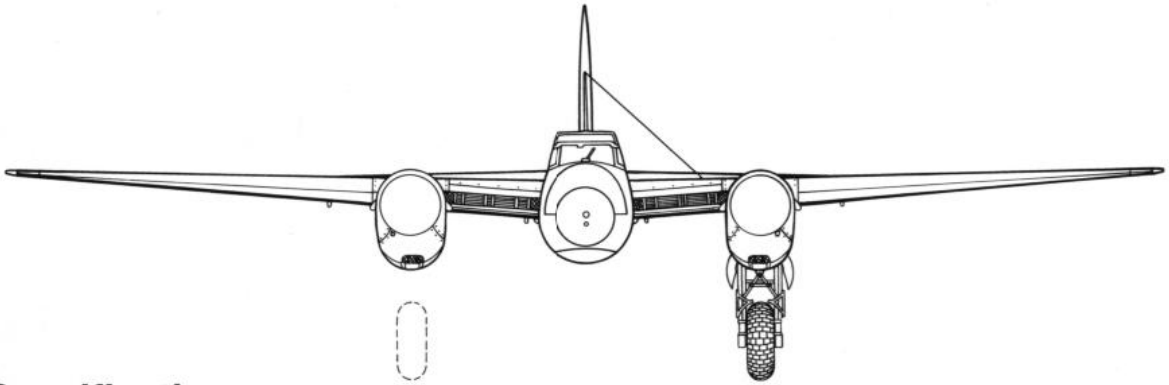


T Mk III



The business end of the armed Mosquito T Mk III (TW117) held by the Royal Air Force Museum at Hendon, London, lacks the familiar barrels of the four .303 inch Browning machine guns. Some Mosquito T Mk III were armed for the gunnery training role. (Peter Cooksley)

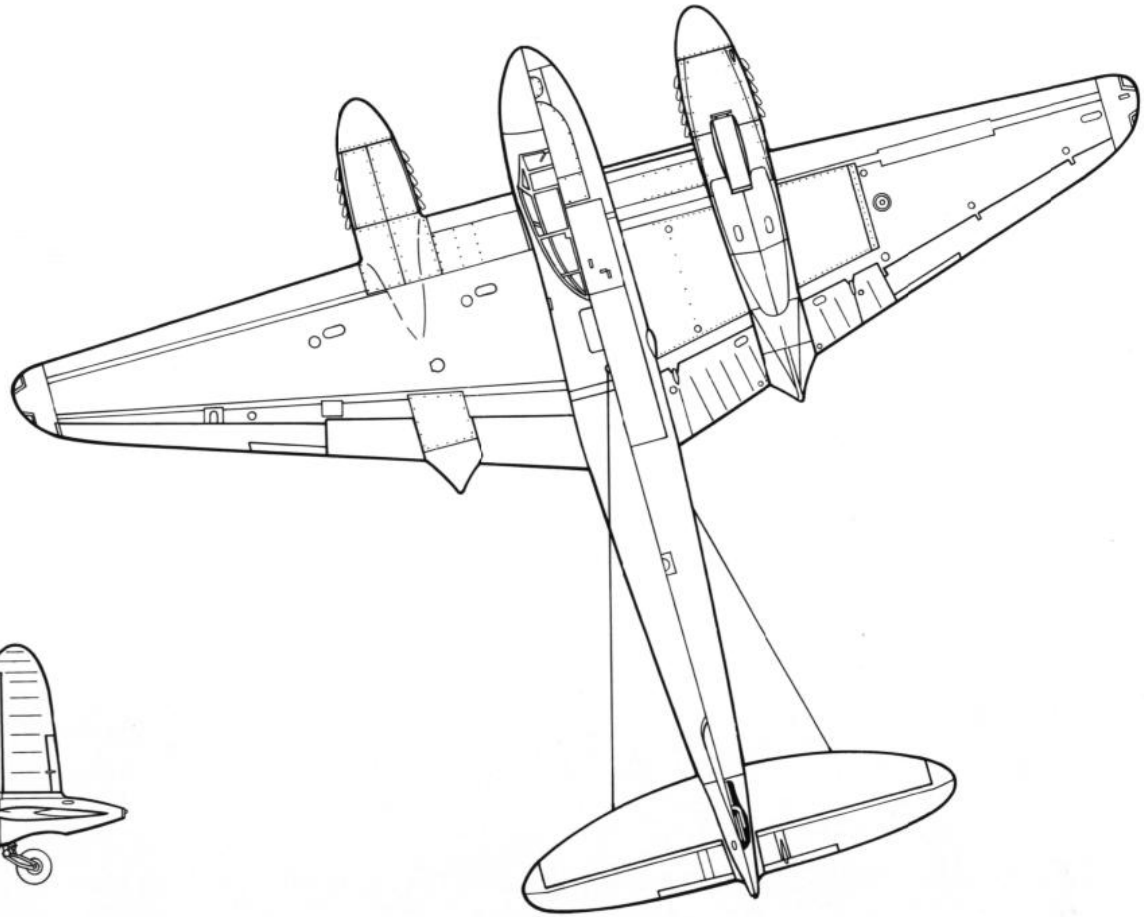
A number of Mosquito T MI IIIs continued in service long after the end of the Second World War and carried the post war style roundels and fin flash. (Larry Davis)

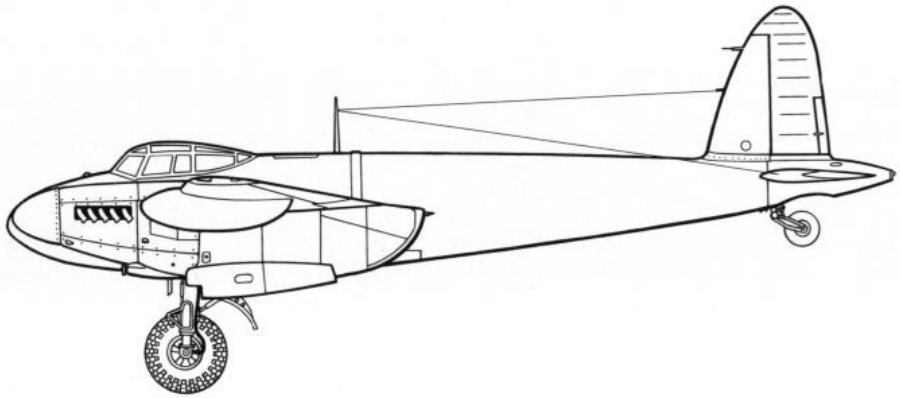


Specification

DeHavilland Mosquito T Mk IIII

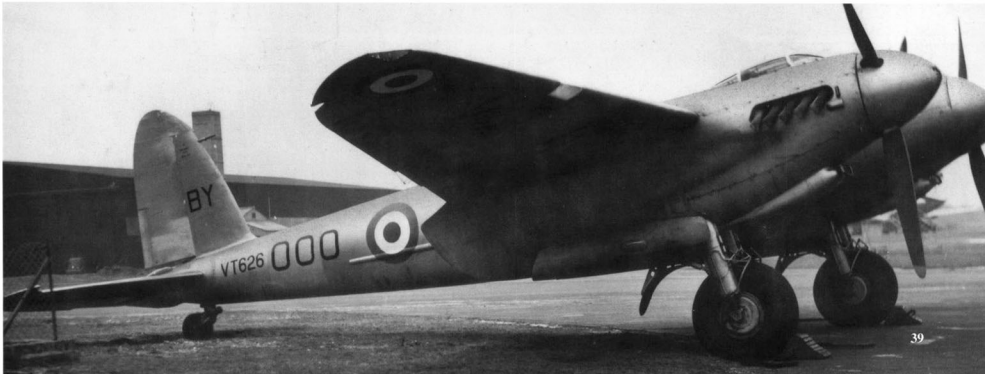
Wingspan	54 feet 2 inches (16.45m)
Length	40 feet 6 inches (12.34m)
Height	12 feet 6 inches (3.81 m)
Empty Weight	14,344 pounds (6,506kg)
Maximum Weight	22,258 pounds (10,096 kg)
Powerplant	Two 1,635hp Rolls Royce Merlin 25 liquid cooled engines
Armament	None
Speed	378 mph (608 kph)
Service Ceiling	33,000 feet (10,068 m)
Range	1,855 miles (2,985 km)
Crew	Two





The early need for a crew trainer Mosquito ensured a long life span for individual T Mk IIIs, which were spaced throughout the production program during and after the war. No 58 Squadron was among the postwar T Mk III units which flew numerous mapping sorties over the UK. (Owen Thetford)

Lacking the regulation "Royal Navy" identifier, VT626/000 was nevertheless on the strength of RNAS Brawdy, during 1956. Side number blocks starting at 000 to 099 were used by FAA Experimental Trials and Development Aircraft until 1956. when a new set of numbers was introduced. (Aeroplane)



Foreign Service

The Mosquito was flown during the war by Allied air forces including the USAAF, RCAF and RAAF. But as the Second World War came to an end, the number of air forces flying the Mosquito increased significantly, with another fourteen nations taking delivery of either RAF surplus machines or new production aircraft. Also, China became the only other country to actually assemble Mosquitoes for its own use.

Australia

Although many Australians flew the Mosquito in action as part of the RAF in Europe, the Mossie had little time to make its mark in the Pacific Theater of Operations in Australian hands before the end of the Second World War. Nos 1 and 87 Squadrons RAAF respectively flew fighter-bomber and PR sorties against the Japanese and, had the war continued, No 94 Squadron would have gone operational with Mosquito fighter-bombers. In addition, No 5 Operational Training Unit and a number of smaller RAAF units operated Mosquitoes to train front line squadron crews.

The Mosquito served the RAAF principally in the uncertain transitional period immediately after the war and undertook a wide range of operational training duties including the enor-

This overall Foliage Green Mosquito FB Mk 40 was assigned to No 5 Operational Training Unit (OTU) during December of 1944. It was later converted to PR MK 41 standards and reserialed A52-321.

This overall Silver doped Royal Australian Air Force Mosquito FB Mk VI was assigned to No 1 Squadron during 1945. A52-525 was a British-built Mk VI not an Australian-built FB Mk 40.

The Australian-built Mosquito FB Mk 40 was nearly identical to the British-built FB Mk Vi with the exception of the engines which were Packard-built versions of the Rolls-Royce Merlin.

A line-up of overall Silver doped Australian built Mosquito FB Mk 40s with Black spinners, probably of No 94 Squadron during 1945. The squadron was equipped with the FB Mk 40 and flew them for only four months before ceasing flight operations in late September of 1945.

mous task of aerial mapping much of Australia's vast hinterland and coastline. This job was started by RAAF Mosquitoes, and was eventually finished off by Mosquitoes flown by civilian contract crews when the type passed from the air force inventory during the late 1940s.

Before the war in the Pacific ended the RAAF also became indirectly associated with the strange saga of No 618 Squadron RAF, which was destined to spend the greater part of its operational life in Australia as a special missions unit. A clue to its intended operational role was to be found in its unit number, the next in sequence to No 617, the Dambusters.

Formed in 1944, with Mosquito Mk IVs modified to use a smaller version of the Barnes Wallis "bouncing bomb" (known as Highball) No 618 spent a lengthy and frustrating period working up with its new weapon. Highball was exhaustively tested by the Mosquito, which carried two in a modified bomb bay with the doors removed. There was little doubt that Highball would have worked but as with all special weapons, a highly important target, one that could not be destroyed by any other type of weapon, was ideally required and such targets were virtually non-existent in Germany by late 1944. And there were other considerations.

On the questionable grounds that the weapon, if used against the Germans a second time (following the May 1943 dams raid by Lancasters with the larger "Upkeep" bomb), its unique characteristics would have been copied and used against Allied targets, no European targets were selected. As a result, No 618 was sent out to the Far East, equipped with twenty-five Mosquito Mk IVs, twelve FB VIs and three PR XVIs, plus 125 Highballs. The vague possibility of Highball Mosquitoes becoming operational against the Japanese helped to maintain morale and justify a training program in Australia. In the event, the war with Japan ended before No 618 could have a crack at the enemy and the unit was disbanded, its aircraft sold and the special bombs blown up.

Mosquito FB Mk 40

Following delivery of a pattern Mosquito F Mk II, Australian production of the Mosquito centered on the FB 40, which was identical to the Mosquito FB VI. Of the 209 aircraft (A52-1 to A52-212) built, before the Bankstown plant of de Havilland Aircraft Pty Ltd terminated

This de Havilland of Canada built Mosquito FB Mk 26 was used by the Chinese Nationalist Air Force. This particular aircraft was retained at Toronto, Canada to train Chinese pilots before being delivered to China. A few FB Mk 26s survived the Chinese Civil War and were flown to Taiwan.

Mosquito production in June of 1948, six were completed as PR 40s, twenty-eight were converted to PR 41s, one became the sole FB 42 and twenty-two were converted to became T 43s. The single FB 40 conversion to the FB 42 prototype (A52-90) later served as the prototype PR 41.

Belgium

Seven Mosquito T Mk IIIs, two FB VIs and twenty-four NF 30s were purchased by Belgium from UK stocks, with several of the T IIIs and the FB VIs being subsequently converted to target tugs. No 1 Wing at Beauvechain was the sole operator of the Mosquito in the Belgian Air Force.

Burma

Enough Mosquito FB VIs were supplied by Britain to equip one air force flight following Burmese independence in 1948.

Canada

As an important second source of Mosquito, primarily for the RAF, Canada was brought into the program early, with the bulk of Canadian production (1,034 aircraft) going to the RAF. The RCAF did retain a total of 420 aircraft for its own use, primarily as trainers. Of nine separate marks delivered to the RCAF, the most numerous were the FB 26 (191) and the B Mk 20 (94).

Mosquito FB Mk 21

Only three FB 21s (K100 to KA102) were completed. These aircraft were Canadian-built variants of the Mosquito FB VI, powered by 1,460 hp Packard Merlin 31 engines. These aircraft were superseded in production by the Mosquito FB 26.

Mosquito FB Mk 26

The Mosquito FB 26 was a Canadian-built variant of the Mosquito FB VI. De Havilland of Canada undertook a production run of some 300 FB 26s, along with another thirty-seven airframes that were subsequently converted to Mosquito T 29 trainers. The majority of Canadian-built aircraft saw operational service with the RAF in the Middle East, although 191 were used by the RCAF. It was from Canada that Nationalist China received the bulk of her Mosquito airframes, beginning with the FB 26.

Among the RCAF units equipped with the FB 26 was No 133(F) Squadron based at Patricia Bay, British Columbia as part of the Western Air Command. Formed in June of 1942 for defense of the Canadian west coast, No 133 flew its last mission on 9 August 1945 when a Mosquito FB 26 made an unsuccessful attempt to intercept a Japanese fire balloon.

The Czech Air Force operated a number of Mosquito FB Mk VIs that they brought back from England after the end of the Second World War. These aircraft were given the local designation B/LB 36 and were flown until replaced by Soviet Il 2 and Il 10 aircraft during 1950.

China

Nationalist China acquired at least 200 Mosquitoes of various marks to eventually equip three squadrons of a single bombardment group. Training highlighted some problems with the unfamiliar tail wheel configuration of the Mosquito and a general lack of aircrew experience, leading to numerous crashes. The first deliveries (for reassembly at Shanghai) were twenty-four ex-Canadian FB 26s, followed by fifty-five T 29s. Later a third batch of at least 121 T 22s, 27s and 29s, also from Canadian stocks, were delivered.

The Mosquito entered Chinese service in the Fall of 1948 with No 4 Squadron at Hankow, followed by No 1 Squadron at Hsuchow and No 3 Squadron also at Hankow. A total of sixty aircraft were lost in training accidents and forty remained grounded due to a lack of spares and general unserviceability. A few Mosquitoes saw combat during late 1948/early 1949 from bases on Taiwan before the total withdrawal of the Nationalists from mainland China.

This was the first Mosquito FB Mk Vi delivered to the Dominican Air Force (FAD 301). The aircraft was armed with 250 pound bombs on the underwing racks. These aircraft, like many other export Mosquitoes, had been refitted with four blade propellers replacing the original three blade units. (Via Dan Hagedorn)

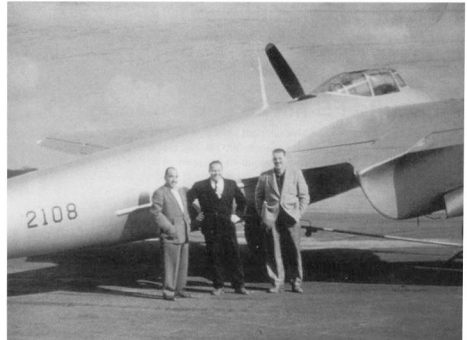
Czechoslovakia

Before Russian aircraft entirely re-equipped the postwar Czech Air Force, a number of British types were operated including nineteen Mosquito FB VIs which were given the Czech designation B/LB.36. These surplus RAF machines apparently replaced the B-24 Liberators of

The pilot and ground crew of a Mosquito FB VI of GC III/11 *Corse*, French Air Force in Indochina during 1947. The Mosquito proved to be ill-suited to the conditions in Indochina anbd they were quickly withdrawn from service. (via Jim Mesko)

Late in their careers the Mosquito FB Mk VIs of the Dominican Republic were reserialed with four digit serials. This aircraft, FAD 2102 was formerly serialed 302 and was one of the original five FB VIs delivered from England during August-September of 1948. (Via Dan Hagedorn)

FAD 2108 was one of three ex-RCAF Mosquito T Mk 29 trainers that were delivered to the Dominican Air Force during February of 1952 (serials FAD 2106-2108). All FAD Mosquitoes were retired from service during 1954 due to a lack of spare parts. (Via Dan Hagedorn)



(Right & Below) The Turkish Air Force purchased a total of 142 Mosquitoes from England with deliveries beginning in January of 1947. A total of 132 FB Mk VIs were delivered and these aircraft were modified with four blade propellers prior to delivery. The Mosquitoes were withdrawn from service during 1954.

The only U.S. Army Air Force fighter unit to fly the Mosquito in combat was the 416th Night Fighter Squadron which converted to the Mosquito from the Beaufighter in Italy. The squadron had a total of twelve NF MK 30s. (Larry Davis)

No 311 Squadron (Atlantic Squadron) at Pilsen and were maintained in full combat-worthy condition, despite an arms embargo, by fitting German guns where necessary. Czech ground attack formations were updated with Il 2s and Il 10s during 1950, and the Mosquitoes were phased out.

Dominican Republic

Five ex-RAF Mosquito FB VIs, overhauled by the Fairey Aviation Co and fitted with four blade propellers were supplied to the Dominican Air Force during August-Spetember 1948 and given FAD serials 301-305. Later, a number of T.27 trainers were delivered from Canada.

France

Although the massive influx of Allied aircraft into the French Air Force during 1944-45 did not include Mosquitoes, over 100 were purchased in the immediate postwar period. These included fifty-seven FB VIs, twenty-nine PR XVIs and PR 34s and twenty-three NF 30s, all

This USAAF Mosquito NF Mk 30 was the first aircraft delivered to the 416th Night Fighter Squadron. The unit flew its first operational Mosquito sortie on the night of 17/18 December 1944. The Mosquitoes were replaced by Northrop P-61 Black Widows in June of 1945.

Sweden operated sixty Mosquito NF Mk XIX fighters under the local designation J 30. These aircraft were flown by F1 Wing and were distributed to three squadrons, the 1st, 2nd and 3rd. (de Havilland)

of which retained their British serial numbers. Armee de l'Air units operating Mosquitoes included I/31 *Lorraine*, a mixed reconnaissance and night fighter unit formed at Rabat-Sale, Morocco during 1949. This unit was equipped with PR XVIs and PR 34s as well as NF 30s. Other French units included: 50e Escadre at Dljon formed during 1946, 19e Escadre in Algeria. GC I/9 in North Africa, and the aircraft were transferred to Indochina during 1949 and GC 1/6 *Corse* based in Indochina.

One of a handful of nations to use its Mosquitoes in combat after the Second World War, France had became embroiled in a disastrous police action in Indochina. During the early stages of this war, GC I/6 operated FB VI fighter-bombers against the Viet Minh, flying 345 sorties before these aircraft were replaced by Spitfires.

Israel

From extremely small beginnings in the form of a single PR XVI smuggled into the country and used in combat during the War of Independence (1948-49) Israel's association with the Mosquito was to be memorable. Two further aircraft, both ex-USAAF PR XVIs were purchased in secret and one reached Israel in 1948. When large numbers of French Mosquitoes came up for disposal in 1950, Israel was a ready customer and about sixty FB VIs, some T IIIs and at least five PR XVIs were acquired for use by the IDF/AF.

Some four years later fourteen ex-Royal Navy Mosquito TR 33s with all naval equipment removed, plus several more PR XVIS, were purchased. When the Sinai campaign began in

The Yugoslav government purchased a number of Mosquitoes including FB Mk VIs, NF Mk 38s and T Mk IIIs. In all some 140 aircraft were delivered. The Mosquitoes were flown by the 103rd Reconnaissance Regiment, 32nd Bomber Division (FB VIs) and the 184th Reconnaissance Regiment. The last Mosquito was retired during 1960.

1956, Israel therefore had a sizable Mosquito force which she used to good effect, flying fighter bomber and PR sorties over Suez and her coastal waters, beginning on 31 October 1956. While the combined British and French force was dealing with Egyptian airfields and attacking Port Said, Israeli Mosquitoes flew ground attack and PR sorties to disrupt Egyptian reinforcements, flying in company with Mustangs, Spitfires and the small B-17 bomber force.

Many examples of the final total of around 300 aircraft were acquired as sources of spares to keep others air worthy, although the Mosquito enjoyed a high reputation for reliability, often as high as 100 per cent and no aircraft were lost due to enemy action.

New Zealand

Following the initial delivery of four T 43s and one FB 40 from Australia for conversion training in 1946, four T IIIs and some eighty FB VIs (30 new-built aircraft and fifty reconditioned RAF machines) were allocated by Britain for operation by the RNZAF, the first aircraft leaving on the twelve stage, 11,800 mile delivery flight on 10 December 1946. Of these, four were lost, two actually crashing in Australia on the last leg of the flight. No 75 Squadron was the sole Mosquito unit and only twenty-two aircraft were ever given RNZAF serials. The remainder were stored until disposed of during 1953.

Norway

In June of 1945, B Flight of No 333 Squadron, RAF was renumbered as No 334 Squadron, Royal Norwegian Air Force. Initially operating ten FB VIs, the unit later received another eight FB VIs along with three T IIIs. The Mosquitoes served until 1952 when they were replaced by F-84G Thunderjets. Additionally, three FB VIs were converted to the night fighter configuration in 1950.

Sweden

During 1948, sixty NF XIXs were ordered by the Royal Swedish Air Force under the designation J 30. Overhauled by Fairey Aviation, these machines were fitted with four blade propellers. They were flown exclusively by F.1 Wing at Vasteras.

Turkey

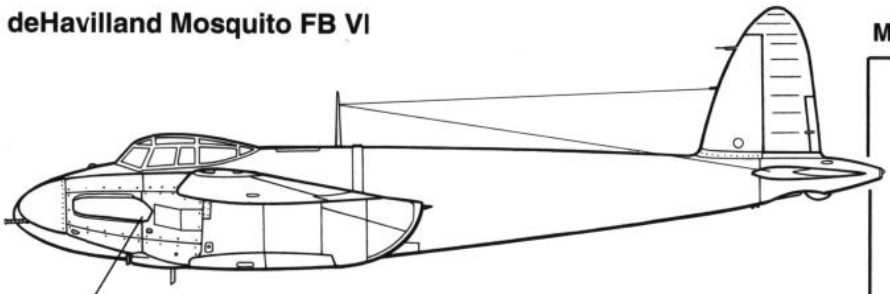
In January of 1947, 137 FB VIs and T IIIs were delivered from the UK to the Turkish Air Force as part of its postwar reconstruction and modernization. Overhauled by Fairey Aviation, these particular FB VIs were also fitted with four blade propellers. The Mosquito served in the Turkish Air Force until retired in 1954.

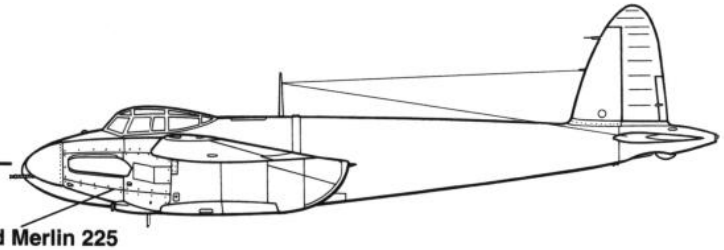
Yugoslavia

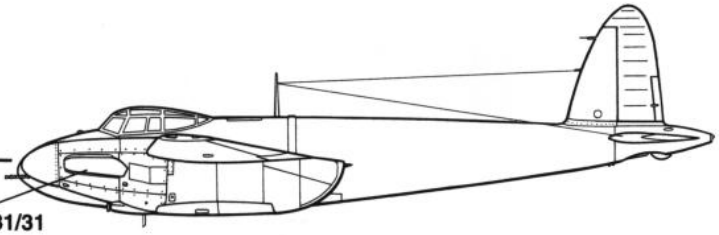
Several Mosquito T Mk IIIs, forty-six FB VIs and sixty NF 36s were supplied to the Yugoslav Air Force as part of its postwar build up.

License Built Mosquitoes

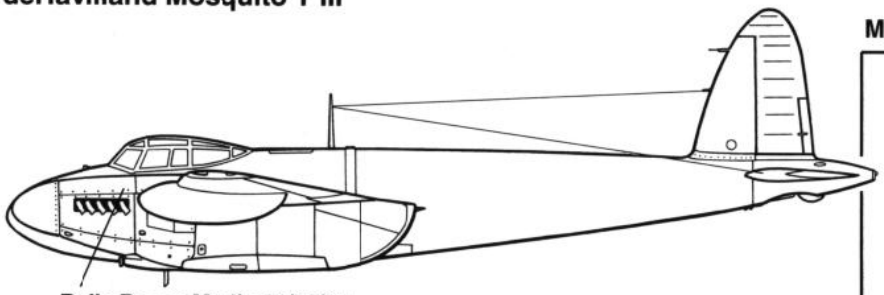
deHavilland Mosquito FB VI

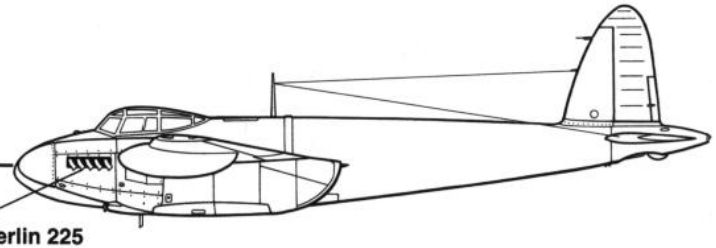


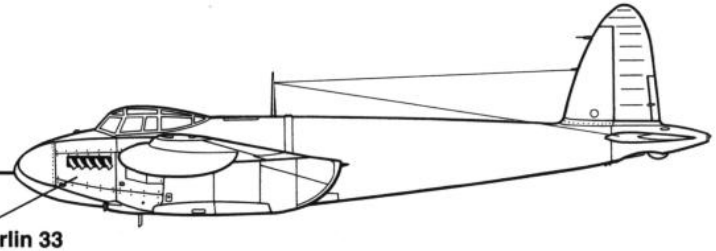




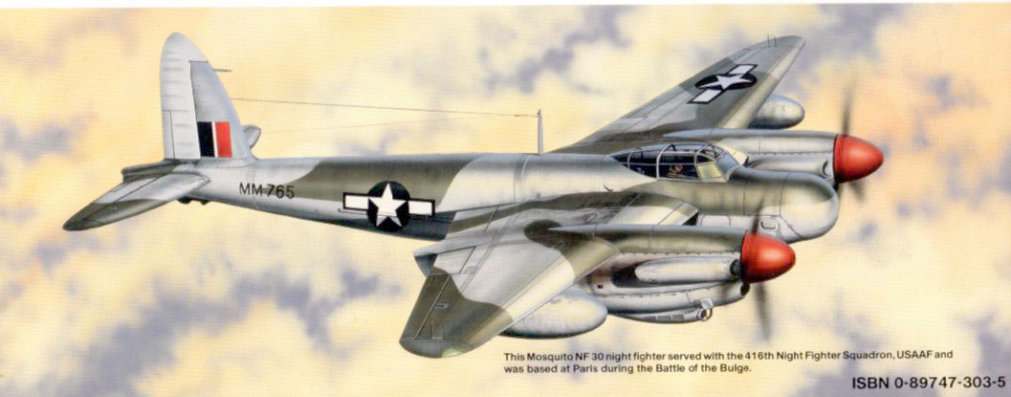
deHavilland Mosquito T III







Mosquito NF IIs carried an overall Black camouflage and had the antennas for the MK IV air intercept (AI) radar on the nose and wing tips.



This Mosquito NF 30 night fighter served with the 416th Night Fighter Squadron, USAAF and was based at Paris during the Battle of the Bulge.

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