

## CLALLAM COUNTY PILOTS ASSN/ WPA

### NEWSLETTER

CCPA meets on the third Thursday of the month, 7PM, Rite Bros, KCLM

**THIS MONTH (SEPTEMBER) WE MEET @ RITE BROTHERS ON SEPTEMBER 15**

**SEPTEMBER 2016 EDITION**

#### Officers

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WASHINGTON PILOTS ASSOCIATION



#### My Apologies !

Last month, August 2016, you did not receive a CCPA/WPA newsletter because your editor got into an argument with Windows 10. Let's hope that argument is now partly resolved.



#### LANDING A MOSQUITO ON A CARRIER (Last Half)

Only after WWII was over did the British discover how effective the wooden Mosquito had been. On the other hand the German military knew just exactly how devastating the Mosquito was and used every known method of defense to destroy it. Because in the beginning of operations many landing and takeoff accidents occurred, it was assumed the Mosquito was a dangerous plane to fly. To be sure landing and takeoffs continued to be the greatest challenge of experienced aircrews but beyond 150 mph experienced crews found unbelievable maneuverability. Thus the safe operations of the mosquito during combat were often ignored. After noting that Mosquito crews flew more casualty-free missions than any other bomber crews, the safety of the Mosquito was still questioned. In comparison the morale of Mosquito crews was exceptionally high. Fewer Mosquitos were destroyed in combat than any other commonly flown bomber. In addition, the Mosquito proved to be 4.95 times cheaper to operate than the Lancaster.

One goal of next Thursday's meeting is to try to discover what made Mosquito operations so effective for the British, but not the Canadians, Australians, and the nationalist Chinese. How come the Israeli air force used them very effectively without a single casualty even though IAF was up against MIG



15's.

Then we'll look at the test pilot who did what seemed an "impossible" task. No test pilot ever lived through all the assignments that Eric Brown did. Yet he enjoyed both the danger and the challenges immensely. No other test pilot had as many crashes as Eric Brown had; yet he seemed to be able to avoid injury. It seemed that he knew exactly how and when to crash. Yet Eric learned how to repeatedly land a Mosquito on a carrier without crashing. He learned how to accommodate rapidly to new situations. No one else had the abilities, qualifications, and stamina to fly every type of combat aircraft flown in WWII. These experiences gave Eric the ability to graduate to helicopters and jet aircraft and be the first to land a jet on an aircraft carrier. But because Eric was so diplomatic and knew all the major features of the aircraft he flew, he was able to work very closely with designers. You might say that landing a Mosquito on a carrier became the catalyst for the later developments of the canted deck, mirror landing system, and the steam catapult. I'm sure he gave input to all these developments. He was so flexible.

At next Thursday's meeting we might try to figure out how Eric was able to successfully move 50 German aircraft to England and put them on display.

I suspect that any pilot who attends our next meeting will rediscover some of the joys of flying. So come to our next meeting at **Rite Bros**. You won't be disappointed.



**Geoffrey de Havilland, the designer of the Mosquito, had little use for government bureaucracy. During the Battle of Britain, he was ordered three times to stop development by the crown's aircraft production czar, Lord Beaverbrook. Yet de Havilland had a champion in Air Marshall Sir Wilfred Freeman who had commanded a squadron of DH-4's during WWI. Before being tested the Mosquito became known as Freeman's folly. Between the time that the Mosquito first flew (November 1940) to the time it became operational (September 1941) de Havilland's son, the company's test pilot, developed all sorts of manoeuvres. The most impressive one was being able to climb with only one engine running and at the same time perform a roll. The government bureaucracy had changed its mind by the time they learned that the Mosquito could carry a full bomb load at 35,000 feet yet get to Berlin 2 hours sooner than the Halifax's or Lancaster's. Mosquito crews would increase the accuracy of the larger bombers by marking objectives with special bombs.**

**As said earlier, landing a Mosquito on an Aircraft Carrier was the catalyst, to developing technologies that would handle ever faster and heavier aircraft. Brown knew that ever faster, supersonic aircraft could be landed on carriers too. He wanted to be the first to do so. He had already carrier landed a subsonic jet aircraft on such on December 4, 1945.**

**Both Brown and de Havilland Jr must have been in contact with each other as they both tried to solve the problems of trans-sonic flight. They both knew that a sweptback wing would do better, and a flying tail or other means of controlling pitch had to be found. As soon as Eric could do so, he learned how to fly the German ME 163, a rocket propelled air-**

**craft with wooden wings swept back at a 23 degree angle. At the same time the DH 108 swallow was configured the same way as the ME 163 with the younger de Havilland being the swallow's test pilot. So far these two pilots had found ways to fly at mach .975. After de Havilland's accidental death on December 27, 1946, Eric Brown did everything he could to dissect the compressibility problems facing transonic pilots. Brown then repeated de Havilland's attempt and when the buffeting suddenly appeared, he immediately applied remedial action. Brown knew that ever faster, supersonic aircraft would also be landing on carriers. He wanted to be the first to do so. Was the Mosquito carrier landing the catalyst that helped him be the first to land a jet aircraft on a carrier? What did the future hold?**



**PROGRAMS**

**September 15 Landing a Mosquito on a carrier**  
**November 6 Sunday recital, Anna Nichols**

**SAFETY BREAKFASTS** are held on the second and fourth Friday of the month at Priscilla's Cruise In Café  
 2341 E Hwy 101, Port Angeles, @ 7:30 AM

**EXECUTIVE BOARD** Meets on the first Wednesday of the month @ Coldwell Banker, 1115 E Front St Port Angeles  
 All CCPA members are welcome to attend. If you wish to present a program, please talk to Jerry Nichols 452-5403

In the June issue of our newsletter an article was printed announcing the FAA's offer of a \$500 rebate to those pilots who equip their planes with ADS-B.

Pilots are only eligible to receive their rebate if they install their ADS-B after September 30, 2016.

# September 2016

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6 Executive Board	7	8	9 Safety Breakfast	10
11	12	13	14	15 de Havilland Mosquito	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30 Safety Breakfast	



Breakfast at Priscilla's can be very informative.

**Don't forget that this month's general membership meeting is at Rite Bros.**

# October 2016

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5 Executive Board	6	7	8
9	10	11	12	13	14 Safety Breakfast	15
16	17	18	19	20 General Membership	21	22
23	24	25	26	27	28 Safety Breakfast	29
30	31					