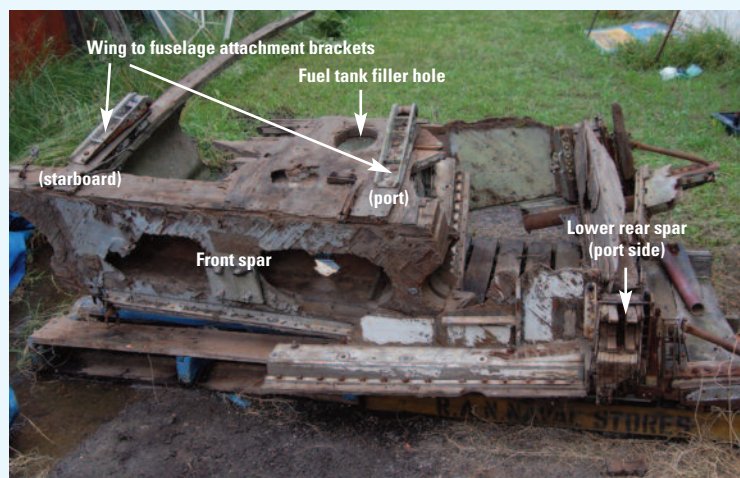


At the other end of the scale, many 'Mosquitoes' remain as a collection of 'bits' – usually some metal parts and tired wooden components. The remains here are held by the Australian Aviation Museum at Bankstown Airport in Sydney. At right is what remains of the centre-section of the wing that sits within the fuselage (the wings outboard of this have been sawn off, just as they have in the fuselage of A52-600, opposite page 122). Note in the photograph at right the fuselage attachment brackets. This section has, in turn, been sawn in half, with the front section turned 90 degrees to the rear section on the pallet it sits on. Note the characteristic DH white painted finish to the internal wing sections.



The remains held by the Australian Aviation Museum appear to have come from several Mosquitoes. The canopy above is likely to have originated with one of the wartime UK-supplied RAAF PR. XVI, which were also used post-war (although, conceivably, it could also have come from a 618 (Highball) Squadron, B. IV or PR. XVI, the squadron used both types alongside FB. VIs in Australia). The port undercarriage nacelle at left, and lower engine cowlings, appear to have come from a FB/PR Mk. 40/41. Other 'bits' on display at the museum are tyres, inboard wing radiator, Merlin engine, cockpit radio, wind-tunnel model, wing-tip and exhaust stubs. (Australian Aviation Museum: www.aamb.com.au)