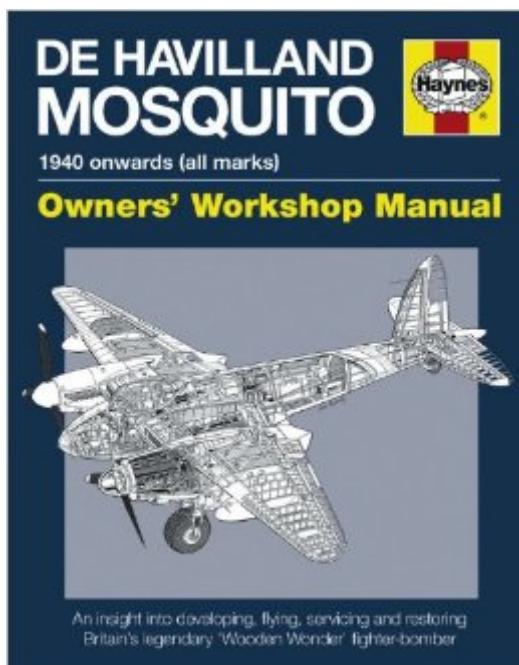


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# De Havilland Mosquito: 1940 Onwards (all Marks) - An Insight Into Developing, Flying, Servicing And Restoring Britain's Legendary 'Wooden Wonder' Fighter-bomber (Owners' Workshop Manual)



## Synopsis

Nicknamed the "wooden wonder"™, the de Havilland Mosquito was one of the most versatile and successful combat aircraft of the Second World War. Offering insights into the design, construction and operational career of the iconic Mossie, this manual gets under the aircraft's™ birch and balsa skin to examine its anatomy and describe the painstaking restoration to flight by Avspecs (New Zealand) of Jerry Yagen's™ FB26 KA114 and of Victoria Air Maintenance's™ B35 VR796 in British Columbia, Canada.

## Book Information

Series: Owners' Workshop Manual

Hardcover: 160 pages

Publisher: Haynes Publishing UK (November 1, 2013)

Language: English

ISBN-10: 0857333607

ISBN-13: 978-0857333605

Product Dimensions: 8.5 x 0.5 x 11 inches

Shipping Weight: 1.8 pounds (View shipping rates and policies)

Average Customer Review: 4.4 out of 5 stars (See all reviews) (10 customer reviews)

Best Sellers Rank: #811,568 in Books (See Top 100 in Books) #99 in Books > Engineering & Transportation > Transportation > Aviation > Repair & Maintenance #109 in Books > Engineering & Transportation > Engineering > Aerospace > Aircraft Design & Construction #479 in Books > Engineering & Transportation > Transportation > Aviation > History

## Customer Reviews

Most know of the de Havilland Mosquito as the "Wooden Wonder" due to its making of plywood but that is not the why of its wonder. Simply put it was the SR-71 "Blackbird" of its day since it was almost immune to being shot down as it flew higher and faster the opposing aircraft during World War II. Mosquitos flew several reconnaissance missions nearly daily, both high as well as low, gathering photographs or other information. But de Havilland's almost never happened design performed other missions almost equally as well whether those missions were bomber, pathfinder, fighter-bomber or intruder. Falconer and Rivas have produced this book which pierces the myth and derivative hyperbole surrounding what is perhaps World War II's premier aircraft " an aircraft which saw a low combat loss rate but did not have as many examples survive long after the war, unlike its metal-made brethren. The authors note that the Mosquito's design began

with the catching of a pike (the fish) by no other than Winston Churchill. The pike was mounted on the wall of a loo as a distraction for men who found themselves in a pondering position. One such was de Havilland designer and thought the model a fast aircraft after the lines of the sleek and quick fish. The designers then went against current thinking in two significant departures: the purposeful omission of defensive armament (and its parasitic drag as well as weight penalties) and being built of wood (actually six differing woods). The British Air Ministry was less than impressed though calculations showed the aircraft would indeed be much faster than fighters of the day. De Havilland persevered, as we know, but how and why was the Mosquito so successful?

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