

ADVENTUROUS ANTARCTIC JOB FOR TWO RAAF PILOTS

Two RAAF pilots will be assigned soon to a task that will be adventurous, cold, varied and strange.

They will be pilots, navigators and aircraft maintenance engineer-mechanics for Australia's Antarctic expedition.

They will not be volunteers.

They will fly the expedition's Sikorsky Kingfisher seaplane, which is now being overhauled at Rathmines.

The Kingfisher, a two-seater with an 800-mile range at 100 miles an hour, is a U.S. Navy type, of sturdy construction, designed to be

catapulted off warships. It is one of the Kingfishers used by the RAAF on coastal patrol work during the war.

The leader of the expedition (Group-Capt. Stuart Campbell) said today that the machine would not be fitted with skis, but would be flown off and landed on the water beside the Wyatt Earp.

A motor boat will be carried to sweep a channel for it among the ice-floes.

Group-Capt. Campbell said the aircraft would not fly over the South Pole, or penetrate any distance into Antarctica. It would be used solely for reconnoitring along the coast for suitable bases.

The aircraft will be carried as deck cargo on the Wyatt Earp. Group-Capt. Campbell admitted the possibility that it might be badly damaged if the ship met very rough weather. That was a chance they had to take, he said.

SURVEYOR IN FATHER'S STEPS

The expedition will also take a man who is following the footsteps of his father.

He is Mr Robert Dovers, surveyor.

His father, Mr George Dovers, of Wollongong, was surveyor with Sir Douglas Mawson's 1911 and 1914 expeditions.

Mr Dovers, who will accompany one of the island landing-parties, was an engineer lieutenant in the Middle East and South-West Pacific.

Another interesting figure with the expedition will be Mr John Abbottsmith, park ranger, diesel operator and skiing instructor at Mt. Kosciusko. He is one of Australia's best skiers.

Mr Abbottsmith, who will be diesel engineer with one of the

island parties, served with the AIF in the Middle East as a sergeant, and was wounded, losing an eye.

During his war service, he was in charge of equipment for skitroopers, and an instructor of skiparatroops.

The other diesel engineer will be Mr Charles Scoble, now an electrical engineer with the Victorian State Electricity Commission.

A NSW schoolmaster, Mr George Mottershead, of Gosford, will be the leader of one of the landing parties.

As a member of the RAAF for

five years, he was wireless maintenance mechanic and signals officer. He completed 120 flying-hours as a wireless operator.

Two other expedition wireless-operators with interesting histories are Messrs Louis Macey and Gersholm Major.

Mr Macey, who served with the RAAF, was attached to U.S. Army Air Corps in the Philippines as communications inspector.

Mr Major will have a dual function. In addition to acting as a wireless operator, he will be an assistant physicist.

A science graduate, he is now working as a radio-physicist at the Munitions Supply Laboratory.

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