



AVIATION HISTORICAL SOCIETY OF AUSTRALIA

Feb 2000_1

AHSA NSW Branch
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch
February 2000 No.327

AHSA-NSW Branch-February Meeting

Wednesday 2 February, 7.45 pm in Studio 1 at the Powerhouse Museum. Enter from the Macarthur Street end, continue past the Target Theatre to the end of the hall, then take the door on your left. Visitors are most welcome and need not be accompanied by a member.

This meeting will reflect on :-

"EIGHTY YEARS OF LIFE WITH MASCOT - OR ST VALENTINE HAS A LOT TO ANSWER FOR"

A significant date in the history of Mascot is St. Valentine's Day, 1920, the day Sydney started its love affair with international air travel. However, the relationship has been decidedly frosty in recent years. At our February meeting it will be entirely up to members to bring along slides, photographs, videos, reminiscences, anything at all that might rekindle the passion. After all, Sydney and Mascot need to patch things up if we are to get through the Olympics later this year without an embarrassing estrangement.

It all started with the following letter to the editor of "SEA, LAND AND AIR", a periodical published in Sydney, which served as the official journal of The Australian Aero Club, as well as several other associations.

Dear Sir,
Referring to a suggestion made by the writer the other day, we would like to mention for your information that should any of the machines at present en route to Australia from England decide to land at Sydney, we should be delighted to place our aerodrome at their disposal.

As you know our aerodrome is an extensive one and within easy distance from Sydney, and for this reason would probably be more convenient than Richmond.

We would be interested to have your views on this matter.
Yours faithfully,
NIGEL B. LOVE,
Director, The Australian Aircraft and Engineering Co.,
Sydney, December 2, 1919.

And romance was certainly in the air when Ross Smith and his crew finally arrived over Sydney in the Vimy on

St Valentine's day the following year.

"The sublimest spectacle of the entire flight from Hounslow to our Journey's end was to burst upon us when we arrived over Sydney and its wonderful harbour.

Like a mighty fern-leaf, ramifying and studded with islets, this glorious water-way unfolded below, the city and its environs, massed along the waterfront and extending into the hinterlands, flanked by the Blue Mountains, compose a spectacle of exquisite charm and beauty.

Planing down to 600 feet, we flew above a myriad ferry-boats and vessels, from the whistles of which little white jets of steam spurted up, screaming a welcome: then across the roof tops, where crowded waving and cheering humanity, and over the streets below, where little specks paused to look up and join in the greeting. It was a great day - a time that comes once in a lifetime".

But now, eighty years later, experts are predicting that by St Valentine's Day 2020, if Mascot is allowed to continue its growth and Badgerys Creek remains a creek, homes as far north as Rozelle and Annandale, west to Hurstville, south beyond Kurnell and east to Kingsford will be eligible for noise insulation. Hundreds of homes will have to be demolished because of "unbelievable" noise levels. Inner city residents will also pay a high price in air quality, etc., etc.

Didn't Shakespeare write, "The course of true love never did run smooth"? But is the breakdown of the Sydney / Mascot relationship irreparable? Please bring to the meeting things that will remind us of how Mascot made great contributions to the advancement of Sydney in times of war and peace during the 20th Century. Ian Debenham, for example, will show us a collection of photographs, not previously seen, illustrating the activities of The Australian Aircraft and Engineering Co., and Warwick Bigworth will continue his exploration of unusual aircraft and long forgotten foreign airlines seen at Mascot in the distant past. Perhaps, at the end of the meeting, all will be forgiven and we can direct the star crossed couple once more along the primrose path.

Discussion during supper is likely to be deep and meaningful.

The AHSA-Newsletter for December 1990 announced, "THERE WILL BE NO MEETING IN DECEMBER THIS YEAR". Since then there has been neither newsletter nor meeting in the month of December- until last year, when members took steps to rejoin the festivities. Nancy Bird brought along several videos and "A History of No.8 EFTS Narrandera", (appropriate since the first intake of pilot trainees passed out from there in December 1940), and " British Air Travel", were chosen for viewing.

Warwick Bigworth brought back memories, with a selection of slides, of those Australian scheduled airlines that once operated from Mascot, but now have ceased to exist. And it was always intended that the last supper, (of the 2nd Millennium?), would be a good one, and with attendance at about 13, so it proved to be.

Mervyn Waghorn : 1917 -1999

Mervyn Waghorn died at his Terrigal home in November last year. Obituaries have appeared in newspapers and in aviation periodicals and newsletters. He was our Arthur Butler Memorial speaker on 4th october 1995. The following extract from our Nov. 95 Newsletter may bring back to members a memory of Mervyn on that unforgettable occasion.

"Aviation literature abounds with information about the de Havilland Mosquito. However it was not Mervyn Waghorn's intention to retrace this ground. Instead he used his considerable skill as an orator to create the atmosphere, describe the environment and introduce the personalities of Hatfield, during his time there, from 1935 to 1942. We didn't need slides or video to visualise the hectic activity at that small, uncontrolled airfield almost sixty years ago. He introduced the de Havilland personalities one by one. What a remarkable cast they were! They had us believing, as Mervyn did at the time, that:

"Britain built the best aeroplanes in the world, and de Havilland built the best aeroplanes in Britain."

Mervyn joined de Havilland as an eighteen year old and departed for Australia, as its design authority, when he was just twenty four. By then he had been at the leading edge of aeronautical engineering, had experienced the horrors of aerial bombing and had been made the custodian of highly secret information in transit to a Mosquito production plant half a world away. Despite the heavy responsibility heaped on young shoulders, he spoke of these times with great humour and affection.

Ian Debenham thanked Mervyn Waghorn, on behalf of a very appreciative audience. It was indeed a most memorable evening."

There will be a committee meeting preceding the 2 February meeting, commencing at 6:30pm sharp.

Subscriptions for the year 2000 are now due. There has been no change to the annual rate which remains at \$25.00. Early payment to the AHSA-NSW Branch, forwarded to the Treasurer, PO Box K346, Haymarket, NSW, 1238, would be appreciated. A subscription form is enclosed.

To remain viable we need new members. Now is a good time to start a recruitment campaign. If you know of anyone you think would be interested in our activities please make the introduction.

Membership forms will be available at the next meeting.

Notice is hereby given of the AHSA-NSW Branch Annual General Meeting, which will be held at Studio 1, Powerhouse Museum, on Wednesday 3rd March commencing at 8.00pm. Nomination and Proxy forms are enclosed.

Guest Speakers have been, and will continue to be, the backbone of our yearly programme of meetings. If you can initiate an approach to someone you believe would be a suitable guest speaker, please contact a committee member.

News:

John Scott: Tel: 02 9427 5846

Ken Garland: Tel: 02 4655 9530

If there are topics of particular interest to you or that you think others may be interested in please let us know or simply jot it down and, post to PO Box 335 Camden NSW 2570, Email to garlandk@ideal.net.au or fax to 02 4655 9531

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AVIATION HISTORICAL SOCIETY OF AUSTRALIA

AHSA NSW Branch
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch
March 2000 No.328

AHSA-NSW Branch-March Meeting

Wednesday 1 March, 7.45 pm in Studio 1 at the Powerhouse Museum. Enter from the Macarthur Street end, continue past the Target Theatre to the end of the hall, then take the door on your left.

Visitors are most welcome and need not be accompanied by a member.

The business of this meeting will be :-

THE 36th ANNUAL GENERAL MEETING OF THE AHSA- NSW BRANCH.

The President and the Treasurer will present their respective reports on the activities and finances of the Branch for the 1999 year. All positions on the committee will then be declared vacant. Any financial member may be nominated for any position. Nomination and proxy voting forms are included with this newsletter. As always, your society depends on you for support. If you haven't previously served on the committee please give it some thought. Your fresh approach to things may be just what is needed.

Following the AGM there will be time for some slides. Part of this programme will conclude Warwick Bigsworth's presentation, from the February meeting, of unusual visitors to Mascot over the years; unusual aircraft that is. And because we probably will be thinking about the de Havilland Moth on the night, it would be appreciated if members would bring anything they could show us, related to that beautiful little biplane. In return each member will be given a Don Stephens print of DH60, VH-UGV, as a memento of the evening.

Supper will be served after the meeting.

AHSA-NSW Branch — February Meeting

The New Year commenced for the Society with slides, video, photographs and books about Mascot, from its earliest years up to the present. Warwick Bigsworth, Ian Debenham, David Eyre, Keith Hudson, Nancy Bird Walton and the late Brian White all contributed material to the presentation. Nancy Bird Walton described her involvement with a project in hand to place a memorial plaque, in the arrivals hall at Sydney Airport's international terminal, honouring Australia's aviation pioneers. Keith White is also assisting with ensuring the historical accuracy of literature published by the SAC in connection with Sydney Airport.

Ian Debenham issued an invitation to members, on behalf of The Australian Aviation Museum Bankstown, to attend a 'soft' opening of the museum from 10am to 4pm, Saturday 4th March 2000. He also indicated that a formal opening would take place some time in July.

THE 75th YEAR OF THE MOTH

There is no doubt that the DH60 occupies an important place in the history of aviation in Australia during the decade immediately before WWII. We celebrated the 60th Anniversary, 'The Year of the Moth', following our 21st AGM in March 1985. General affection for this aircraft, and recognition of the achievements of the pioneering pilots who flew it, has not diminished. Therefore, it is appropriate to acknowledge the 75th year of the Moth. The following distillation of quotes is intended as pure Mothstalgia.

"I did not feel it was suitable or good sales policy to give it only a numeral. My enthusiasm for natural history led me to seek the solution in entomology. It suddenly struck me that the name Moth was just right"...Captain (later Sir) Geoffrey de Havilland.

"On Sunday afternoon, 22nd February 1925, the great moment arrived when G-EBKT, the prototype Cirrus Moth, emerged from the works at Stag Lane carrying factory number 168. De Havilland himself did the first test flight and landed back at the airfield enthralled with the delightful handling qualities of the little biplane. G-EBKT had exceeded all expectations and at last the true private "plane had arrived."...Alan Bramson and Neville Birch in 'THE TIGER MOTH STORY'.

"Rain storms and bad visibility prevailed during this year's Classic Air Race around Britain for the King's Cup, which was won by a DH Moth, piloted by Flight- Lieut. W. Hope, using 'Castrol'. In addition, Miss Spooner, flying a 'Castrol' lubricated Moth, won the Siddeley Trophy"....Advert. for C. C. Wakefield & Co. Ltd., in the Australian monthly 'AIRCRAFT', July 31, 1928

"Left to its own devices a Moth would take-off on its own, as Francis Chichester discovered in 1929. Thinking that the professional pilot accompanying him was handling the take-off, Chichester folded his arms and waited. The Gipsy Moth climbed away unperturbed, and later went on to carry Chichester solo to Australia, and on to Japan."...Mike Jerram in 'THE WORLD'S CLASSIC AIRCRAFT'.

"Captain W. L. Hope, a seasoned pilot who had twice won the King's Cup, was ready to part with one of his Moths (G-AAAH) and she jumped at the chance to buy it"..... Constance Babington Smith in 'AMY JOHNSON'.

"UAE was flown back to Bungowannah in the evening by Robert Bunn. The next day he took me for a flight over the undulating country there. Yes, there was still the vibration, the smell of hot oil, the warm air on the port side, and the rigging did whistle as we came in to land. I was thrilled to have been taken up in this historic aeroplane and to be close to being the last of its thousands of passengers". Bruce Winley in 'AUSSIE MOTHS'.

"The story of the Gipsy Moth is almost the history of aviation in Australia. Mr. Bruce Winley has done an excellent job of research into the small aeroplane that transformed flying into a sport and brought the joy of flying to hundreds"....Nancy Bird Walton in her Foreword to 'AUSSIE MOTHS'.

If you dont have a copy of 'AUSSIE MOTHS', why not celebrate the 75th Anniversary and indulge yourself? Bruce Winley is offering the book at a bargain basement price of \$33.00 plus postage. He can be contacted at ph. (02) 4721 0676 or 217 / 37 Mulgoa Road, Penrith, NSW, 2750.

FUELS AINT FUELS

The Civil Aviation Safety Authority Australia, issued a new VFR Flight Guide in December last year, updating and considerably improving the presentation of this essential document for the VFR pilot. Under 'Precautions in Refuelling and Engine Operations (CAO 20.9)', "the pilot in command of an aircraft shall ensure that the aircraft is not flown unless the aviation fuel, aircraft engine lubricating oil, aircraft engine power augmentation fluid and aircraft hydraulic system fluid used in connection with the servicing or operation of the aircraft complies with the specification and grade required or approved for the purpose by CASA".

The pilot may assume that the aviation fuel etc. in the aircraft, other than that which he has caused to be delivered into the aircraft, complies with the required specification and grade. Further notes require specific checks for the presence of undissolved water in the fuel and describe the standards for straining or filtering before discharge into the aircraft tanks.

In other words the quality of aircraft fuel and oil is, as it always has been, of paramount importance.

From the beginning of the 20th century the development of fuel and fuel systems for aircraft has necessarily kept pace with the requirements of the aviation industry. There were surges in fuel technology during the two world wars. The great pioneering flights, and the airline expansion that followed, would not have been possible without the services provided by the fuel and oil supply companies.

During the 1930's, the decade of the Moth, private flying in Australia would not have progressed as it did without the encouragement and support of The Shell Company of Australia and The Vacuum Oil Company. Describing the 'First Ladies Flying Tour', in her book , 'My God! It's a Woman', Nancy Bird Walton acknowledged the assistance given her by the Shell Company. More generally she wrote, "oil companies had a policy of doing everything they could to further aviation. In this way they were far-sighted beyond the imagination of governments or other industries. The history of aviation could be charted by the lines of empty petrol tins scattered throughout the countryside". But by the time Stanley Brogden wrote an article for the August 1947 issue of 'Aircraft', entitled "They Keep The Tanks Full", he suggested that the high standards the aviation industry had come to expect from its fuel and oil suppliers had come to be taken for granted.

On 24th March 1999, the Aviation Technical & Quality Control Manager, Shell Aviation, Rod Lowther gave a talk to the Sydney Branch of the Royal Aeronautical Society titled 'Aviation Fuels'. Peter Brooks, Manager Aviation Fuel, Qantas, thanked the speaker for his excellent lecture and in so doing noted that it was only the third he was aware of by an Australian learned society, in his 30 year association with fuel, and he supported the notion that fuel had become aviation's poor relation and did not command the respect it deserved.

We have come a long way from the innocent years of the Moth. We now live in a time of quality assurance, even total quality assurance. Consumer expectations are high, as are the costs of product warranties. Perhaps, as this perceived level of protection has grown over the last few decades, complacency has grown along with it. Things are not supposed to go wrong these days, but when they do the results are more catastrophic, the responses more litigious and the remedies more complicated than ever before.

On 23rd February 2000, the Sydney Branch of the Royal Aeronautical Society heard Mr. Richard Yates, Assistant Director, Aviation Safety, Civil Aviation Safety Authority, speak on 'An Overview of The General Aviation Fuel Crisis'.

In a year a lot of water can flow under the bridge - and through a few light aircraft engines as well!

NOTICES

There will be a committee meeting preceding the 1 March meeting at 6:30pm sharp.

The exhibition to commemorate the 50th Anniversary of The Australian Women Pilots Association will open at the Powerhouse Museum on 13th May 2000.

David Craddock's book 'FEELING THE AIR' can now be purchased from David at 78 Kent Street, Epping, NSW, 2121. The cost is \$35.00 each. plus \$3.00 post and packaging each.

If there are topics of particular interest to you or that you think others may be interested in please let us know or simply jot it down and, post to PO Box 335 Camden NSW 2570,
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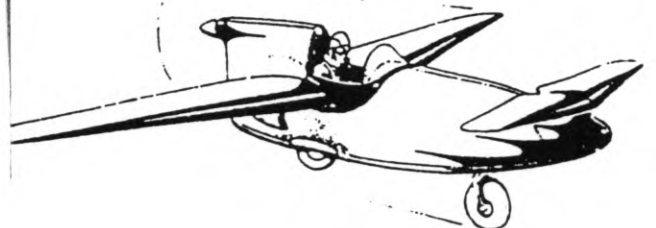
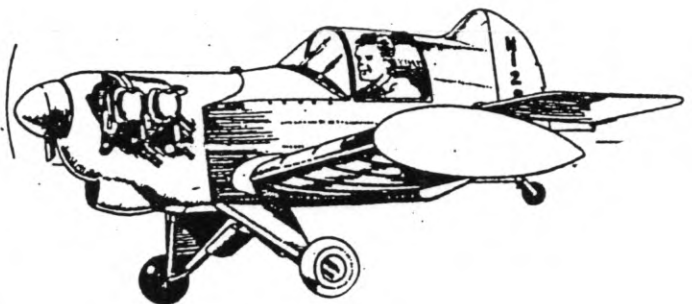
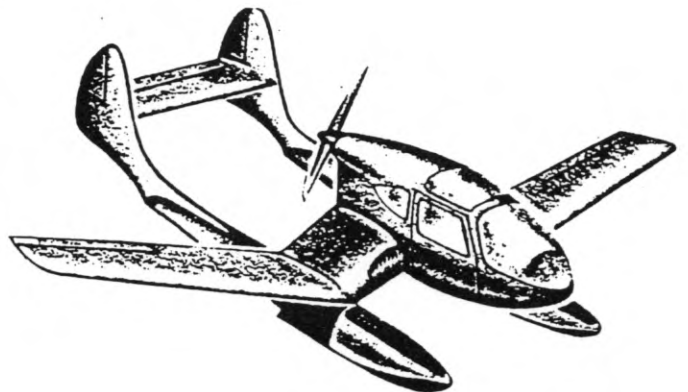
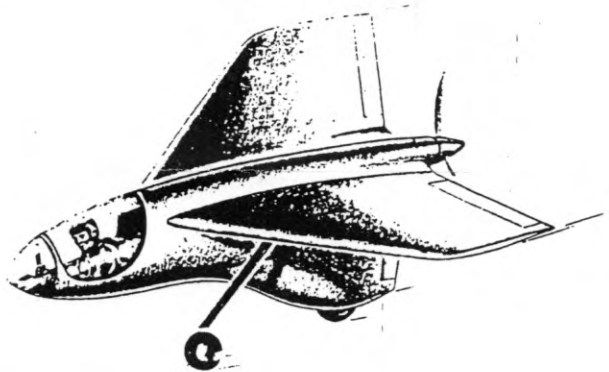
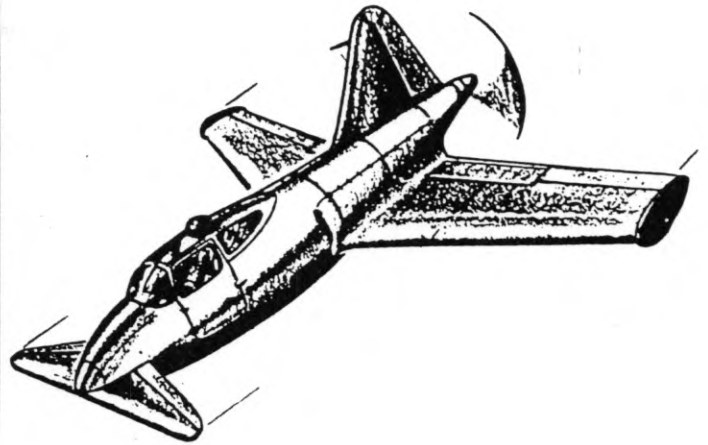
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There is an old adage that says "if it looks right it will fly right". This is certainly true of aircraft like the Mustang, Mosquito, Comet and Viscount to name but a few. On the other hand I have always been fascinated by the unusual, the ugly, the misfits. Whilst some oddities evolve for purely functional reasons, such as the Super Guppy or the Airbus Transporter, and some for specific missions such as the Rutan Voyager, one can only wonder what was going through the minds of the designers of some of our "flying machines".

As a lead in to the 32nd Aircraft Recognition Competition I have included some of these misfits. Don't worry, these will not be included and there is no prize for getting these right, just an exercise to get the old brain cells working.





AVIATION HISTORICAL SOCIETY OF AUSTRALIA

AHSA NSW Branch
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch
April 2000 No.329

AHSA-NSW Branch-April Meeting

Wednesday 5 April, 7.45 pm in Studio 1 at the Powerhouse Museum. Enter from the Macarthur Street end, continue past the Target Theatre to the end of the hall, then take the door on your left.

Visitors are most welcome and need not be accompanied by a member.

The business of this meeting will be :-

The 32nd Aircraft Recognition Competition and the 17th Trivia Competition

Those members who attended the 31st ARC and the 16th TC last year will remember the disgraceful departures from the rules, when matters of interpretation by the judges were challenged, trivialities were taken seriously and brown paper bags were exchanged to secure long term incumbency by the holder of the President's Trophy. A subsequent investigation into the debacle revealed that Slipstream, after a year's incarceration in a damp Lane Cove garage, had completely white anted the proceedings.

Members may be assured that Slipstream, having negotiated conditions of accommodation immediately after last year's contest with the current custodian Ian Debenham, which included a vacation in Tuscany during Sydney's winter, has now regained its equanimity and is inclined not to interfere with this year's proceedings. Therefore, we can expect Ken Garland's presentation of the 32nd ARC and the award of the Brian White Memorial Trophy to go unchallenged.

Similarly Ian Debenham is assured of a trouble free presentation of the Trivia Quiz for the Slipstream Trophy. There will be no querying the correctness of official answers to questions. But it is only fair to warn any contestant at risk of winning, that a year with Slipstream doesn't come cheap. The opening ceremony at the Sydney Olympics is looking more and more attractive this year.

A reminder to Bryan Clayton, current long term holder of the President's Trophy, that it should at least be brought to the meeting, just for the sake of appearances.

As well as the Trophies, there are book prizes to be won by contestants in both contests. Be prepared to make a small contribution to cover costs. And be consoled, if you come away from the competitions empty handed,

there is always supper at the end of the evening and anyway, you don't have to take Slipstream home. A win - win situation really.

AHSA NSW Branch March Meeting

In his report to the AGM the President, Ian Debenham, thanked members of the Committee for their work through the year. Ian also introduced the issue of Incorporation of the Society and explained the Committee's strategy to bring this matter to fruition. Warwick Bigsworth and Keith White comprise the sub-committee charged with investigating and, if agreed to by members, implementing this issue. Ian invited Warwick to explain to the meeting the benefits of Incorporation, and the progress so far.

Keith White provided the Treasurer's Report for the year, noting the Branch's sound financial position.

Following these Reports, Nancy Bird Walton was invited to take the Chair and conduct the election of office bearers for 2000.

The results of the election were:

President:	Ian Debenham
Vice-President:	Robin Mead
Hon Treasurer:	Keith White
Hon Secretary:	Warwick Bigsworth
Hon Auditor:	Keith Titmus
Photo Archivist:	Jim Payens
General Committee:	Alan Clarke
	Bryan Clayton
	Ken Garland
	Keith Hudson
	Roger Kennedy
	David Marshall
	John Scott

Following the AGM, Warwick Bigsworth presented slides of unusual aircraft visitors to Sydney Airport.

The meeting also included the theme of the 75th Year of the Moth. A wide variety of books and photographs of Moths in Australia was displayed by members. Nancy Bird Walton provided a detailed and totally absorbing recollection of her many "Moth" experiences and related numerous anecdotes from her early flying days.

The following is a piece on De Pinedo to acknowledge the 75th anniversary of his Australian flight.

FRANCESCO DE PINEDO'S SYDNEY VISIT

If one looks at the log of Francesco De Pinedo's remarkable flight, from Italy to Australia, Japan and return to Italy, 20 April to 7 November 1925, there is a stopover of three weeks in Sydney from 16 July to 7 August. Following the first part of his epic journey, from SIAI factory at Sesto Calende in northern Italy to Melbourne, he and his mechanic Ernesto Campanelli had been assisted by the RAAF to overhaul the single engine of their elegant little Savoia - Marchetti S.16 flying boat. From Melbourne to Sydney the engine ran smoothly and at 4pm on 16 July the S.16 glided into Farm Cove to a welcome from dignitaries, the Italian Consul, members of the Italian community and an enthusiastic Sydney crowd. There followed a formal reception at Sydney Town Hall at which De Pinedo was able to discuss his flight with Sir Keith Smith. After all, there had been no other international flight into Australia since the Smith brothers in the Vimy, and Parer and McIntosh in their DH9. De Pinedo was also to be the first international flight to Australia that returned to its country of origin.

De Pinedo planned to leave Sydney on 20 July. However, having taken off from Farm Cove, circled Sydney in a farewell salute and set course for Brisbane, ominous vibrations from the engine forced them to return. By this time their mooring had been removed from Farm Cove and while drifting they collided with a Sydney ferry. Repair of this damage and work on the engine kept De Pinedo in Sydney. He took this opportunity to visit Lawrence Wackett, who was working feverishly on his single engined amphibian Widgeon II at the RAAF Experimental Station Randwick. They discussed the possibility of Wackett reciprocating De Pinedo's visit by flying the Widgeon II to Rome.

In the meantime the Italian Consul prevailed on De Pinedo to further delay his departure in order to provide an Italian aerial presence at the goodwill visit to Sydney of a US Naval Squadron. The take off from Farm Cove, on 23 July, to greet the seven US warships proved extremely hazardous. The activity on the harbour produced the risk of collision and a very choppy surface. Visibility was severely reduced by smoke haze. In the air things were pretty busy too, with local civil and RAAF aircraft joined by aircraft launched from the US ships.

De Pinedo must have been impressed by his own welcome to Sydney, but he was amazed by the celebrations and activities associated with the visit of the US Naval Squadron. He was invited on board the American ships and witnessed first hand the catapult launching of aircraft.

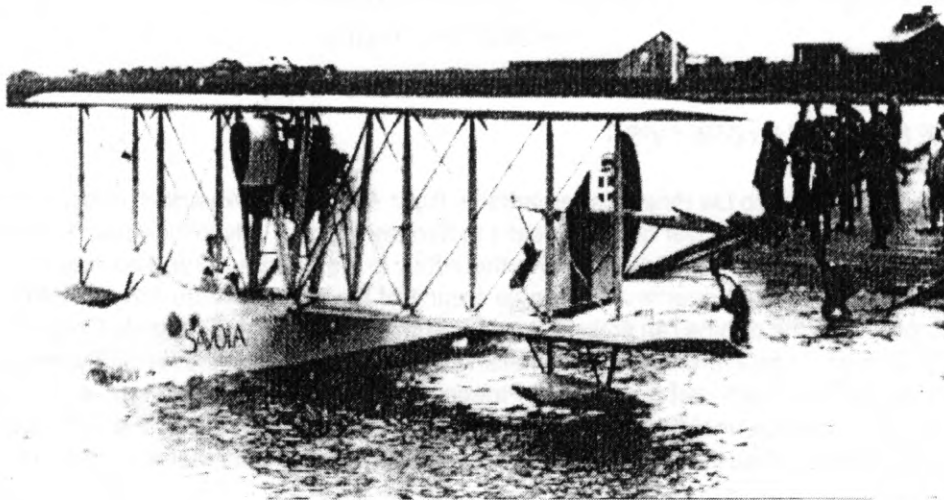
By 25 July it was again time for De Pinedo to leave Sydney. But again, after a short time in the air the engine vibrations commenced and he was forced to return to Farm Cove. At this point Lawrence Wackett suggested the aircraft should be beached at Rose Bay, where work could be carried out under a canopy. Parts for the engine repair were sent up from Point Cook. Members of the Italian community also provided assistance and guarded the aircraft at night.

Finally, at 9.30am on 6 August, DePinedo left Sydney Harbour and, after 4hrs 45mins, landed on the Brisbane River to complete the second leg of the Melbourne - Tokyo part of his flight. The frustrations of his forced stay in Sydney had been compensated perhaps by his contacts with Lawrence Wackett and the aviators of the US Naval Squadron.

De Pinedo was a member of a prominent Neapolitan family. There is a famous chapel in the Duomo at Naples dedicated to the patron, San Gennaro. This may be why De Pinedo named his S.16, 'Gennariello'. The Australian War Memorial have a photograph of 'Gennariello', abandoned on an aerodrome near Rome in 1944. Ground crew members of the RAAF are shown inspecting the S.16 and pointing to a RAAF crest painted on the hull by members of the RAAF at Point Cook in 1925. What an opportunity was missed to preserve this historic aircraft.

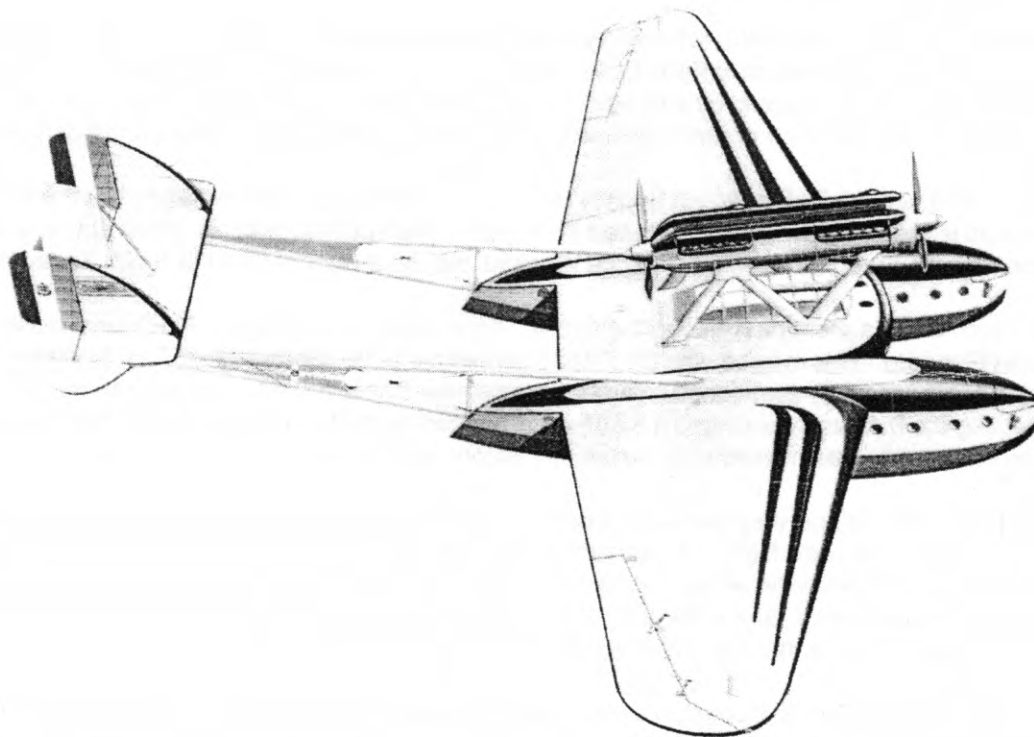
De Pinedo abandoned San Gennaro by naming his next aircraft, 'Santa Maria'. This was a Savoia S.55 twin hull, twin engined flying boat. In another epic flight, 13 February to 16 June 1927, he flew from Italy across the South Atlantic to South America, then to North America, where 'Santa Maria' was lost in a refuelling accident. He returned to Italy across the North Atlantic in a replacement 'Santa Maria II'. This achievement was well in advance of Balbo's mass S.55 flights to South America in 1931 and to the World's Fair in Chicago in 1933.

De Pinedo did not attempt the Pacific Ocean. In a tribute to the navigational skills associated with the Pacific flight of the 'Southern Cross', he wrote of flight, "through the blind blackness of tumbling typhoons, yet hitting tiny, mid - cean isles as squarely as expert marksmen make an easy bull's - eye at 50 feet. Incredible, the feats of air navigation!" When De Pinedo was to put his own navigational skills, and those of his crew, to an extreme test, he chose as his guardian, Santa Lucia. He was attempting a first flight from New York to Baghdad. Giuseppe Bellanca's fuel laden 'Santa Lucia' failed to become airborne and De Pinedo was lost in the subsequent conflagration. It was 2 September 1933, the month Neapolitans hold an annual festival to honour their patron, San Gennaro.



S.16ter of de Pinedo being launched by the men of the Royal Australian Air Force after an overhaul at Point Cook in July 1925.

Type: Reconnaissance flying boat, crew 2-3.
Year: 1919
Engine: 298Kw Lorraine Dietrich 12Db
Span: 15.5 m Length: 9.89m Height: 3.67m Wing area: 52m²
Empty Weight: 1852kg Max Weight: 2652kg
Speed: 194km/hr Ceiling: 4000m Range: 1000km



Savoia-Marchetti S.55



AVIATION HISTORICAL SOCIETY OF AUSTRALIA

AHSA NSW Branch
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch
May 2000 No.330

AHSA - NSW Branch - May Meeting

Wednesday 3 May, 7.45pm in studio 1 at the Powerhouse Museum. Enter from the Macarthur Street end, continue past the Target Theatre to the end of the hall and take the door on your left.

Visitors are most welcome and need not be accompanied by a member. Supper will be served after the meeting.

The presentation at this meeting will be a movie night comprising:

A video commemorating **80 years of operations at Sydney (Kingsford Smith) Airport**. This video contains fascinating footage of early years at Mascot, through to the current day; and

Wings on the Desert – which depicts the achievements of the volunteers who have helped make the Pima Aviation Museum, located near Tucson Arizona, one of the truly great aviation museums in North America.

AHSA NSW Branch April Meeting

The 17th Trivia Competition and 32nd Aircraft Recognition Competition were held at the April meeting, in which a lively group of members participated. Quizmaster for the Trivia Competition was Branch President, Ian Debenham, who provided an eclectic set of questions on Australian aviation history. Winner and now holder of the prestigious Slipstream Trophy was Keith Hudson. No doubt this valuable trophy will take pride of place in Keith's home.

The Aircraft Recognition Competition was conducted by the editor of *Southern Skies*, Ken Garland, who provided a fascinating set of aircraft slides taken in Australia, South East Asia and the USA. The precise identification of some of the more obscure special purpose aircraft stumped even the best of the experts. Challenges to the umpire's decision were few, although the debate on the

Grumman Tracker/Tracer issue livened up the proceedings. Obviously Seletar Airport in Singapore was, and maybe still is, a haven for weird types of civil and military aircraft and unusual operators. Ken must have taken these shots when the friendly security guards were on duty. Winner of the Brian White Memorial Trophy was Robin Mead, with a sizzling score of 92%. Runner-up was Warwick Bigsworth and the winner of the President's Trophy was Jack Powell.

Notices

There will be a Committee meeting preceding the May meeting, commencing at 6.30pm.

Incorporation

The issue of registering the Branch as an incorporated body was raised at the Annual General Meeting in March. Following comment received from AHSA Inc in Melbourne, it is now our intention to proceed with the registration of a name as the first step of the incorporation process. It is proposed to register the name: Aviation Historical Society of Australia (NSW) Inc. This retains the historical connection with the name and identifies the location of the organisation, yet does not impinge on the registered name of the Melbourne based body with which we wish to retain affiliation. Should any member have an alternative name that might be considered as more suitable, please advise the Committee prior to the end of the May meeting.

Internet

For those with a yearning for the Internet, there are hundreds of sites with an aviation flavour that will occupy you for hours, maybe days or weeks. Three sites with lots of information and links are the aviation directories: <http://www.aerolink.com>, <http://www.avweb.com> and <http://www.landings.com>. Two other sites worth a look are Airservices Australia (<http://www.airservices.gov.au>) and the Civil Aviation Safety Authority (<http://www.casa.gov.au>). The Airservices site includes information on air traffic services and has interesting links through the Aviation Information Centre. The CASA site includes proposed rules, legislation, the Australian civil aircraft register with weekly updates, licencing information as well as access to many links. For those who like a rumour or two, try the Professional Pilots Rumour Network (<http://www.pprune.com>). Warwick Bigsworth.

Intrusionet

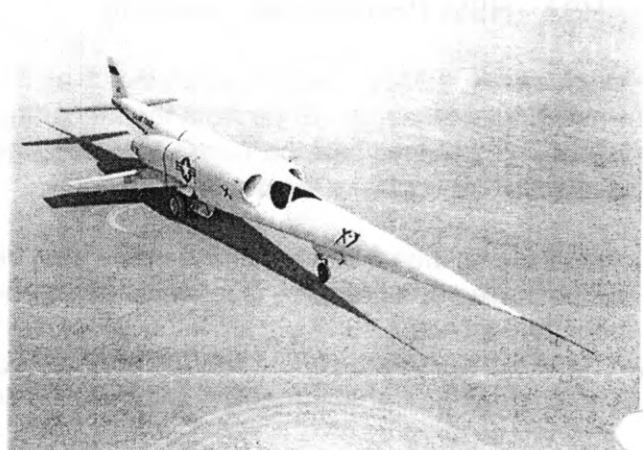
Having had Internet access for about two years now I have finally worked out a screening process for all that 'Intrusionet' junk that is floating around. Most of the people I do business with are on line all their working day and have endless messages being flagged at them. One of my co-workers will send 20-30 single sentence emails in a single day, often cancelling the previous email. A single telephone call is then usually required to sort out all the confusion. I on the other hand call up my server three to four times each day, at a time that suits me. I screen the incoming and delete those I do not want to receive and action the rest.

Mine is a love-hate relationship with the Internet. AHSA emails are always welcomed. I also Surf the Net for relaxation and have included some of my discoveries in previous issues of the Newsletter. Some of my favourites are; www.landings.com: Airliners & Commercial Aviation: Index which lists hundreds of airlines, both RPT and Charter from all over the world including MUK air a Danish commuter operating Jetstream 31, Short 330 & 360 and EMB 110 aircraft.

My first love affair, as a teenager, was with an Italian lass as we danced the the tune of 'Volare'. Now I regularly visit the Wedsite of Volare Airline. A small but very friendly Italian operator using A320 aircraft. If ever I get to Italy I will make sure that I fly with them.

Airlines such as Lufthansa and KLM not only have great Wedsites with details of their modern fleet

but also keep their history alive on the Web in detail and photograph. Electronic reproduction of images are often better than the old originals and I have down loaded many of these including the X-3 from www.allstar.fiu.edu/aero which contains a lot of NASA photographs.



Dryden Flight Research Center E-3250 Photographed 1957 X-3

and its bigger brother? the CSIRO F-27.



Other interesting sights include:
<http://www.topedge.com/panels/aircraft>
<http://aerowed>
<http://www.online-club.de/~aircraft.postcards>
<http://airwemindji>
<http://www.aero~ventures.com>
<http://students.dwc.educ/>
<http://ntas.com.au>

Surfs up.

If there are topics of particular interest to you or that you think others may be interested in please let us know or simply jot it down and, post to PO Box 335 Camden NSW 2570,

Email to garlandk@ideal.net.au or fax to 02 4655 9531

We have the ability to reproduce documents or photographs in a number of formats.

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AVIATION HISTORICAL SOCIETY OF AUSTRALIA

AHSA NSW Branch
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch

May 2000 No.330

JUNE

AHSA - NSW Branch - June Meeting

Wednesday 7 June, 7.45pm in Studio 1 at the Powerhouse Museum. Enter from the Macarthur Street end, continue past the Target Theatre to the end of the hall, then take the next door on your left. Visitors are most welcome and need not be accompanied by a member.

Our guest speaker will be Bob Livingstone on Liberators in Australia.

In 1998 and after many years of research, effort and patience, Bob had his incredibly detailed history of Liberators in Australia, Under the Southern Cross, published.

The Consolidated Liberator was known as the LB-30, the B-24 and the C-87 and it operated in all of these forms and various models in Australia. Bob's book not only addresses Liberators operated by the RAAF, but also those flown by the USAAF, RAF, Consairway, BOAC and Qantas.

The name Liberator was suggested by the governess of the children of Major Reuben H Fleet, the President of Consolidated, who wrote to the British Purchasing Commission in October 1940: "We chose Liberator because this airplane can carry destruction to the heart of the Hun, and thus help you and us to liberate those nations temporarily finding themselves under Hitler's yoke."

19,256 Liberators were built, more than any other heavy bomber. One of its great attributes was the incorporation of the Davis wing, which was an extremely efficient aerofoil designed by David R Davis. The Davis wing was described by Ernest Gann as being incapable of carrying enough ice to chill a highball!

The first Liberator to touch Australian soil was a USAAF B-24A which, in October 1941, called at Darwin for fuel on the return leg of the Moscow Harriman Mission. Many more Liberators were to visit northern Australia before the RAAF received its first aircraft. Liberators operated extensively in

Papua and New Guinea, Dutch East Indies, Solomon Islands and more. Tocumwal was a major maintenance and training base, and Bob's research included all of these locations.

The Liberator's Australian association is diverse, from front line heavy bomber to hot chip shop. Most recently, it is the focus for the efforts of a group of ex-RAAF Liberator aircrew to restore the sole remaining RAAF airframe for public display, and to which we made a donation last year.

To find out much more about Liberators in Australia, please come to the June meeting.

AHSA NSW Branch May Meeting

A video commemorating 80 years of operations at Sydney (Kingsford Smith) Airport was shown. It included much footage on the development of the airport, with considerable focus on post World War II aircraft featuring L1049s, Convair 240s, DC-4s, DC-3s and DC-2s. It also depicted the land use changes from the days of Nigel Love in the 1920s through to the reclamation of the swamps for the expansion of the terminal buildings, taxiways and runways.

The video included many interviews; perhaps the most interesting of which was with Branch Life Member, Nancy Bird. Nancy recalled her days in learning to fly at Mascot, as it was then known and her many dealings with "Smithy" himself. Unfortunately some of the other interviews dragged out far too long and the video became repetitious, spoiling an otherwise interesting history.

Aviation Historical Society of Australia Inc.

Attached to this newsletter is an application form to join the Aviation Historical Society of Australia Inc, which is the Melbourne based organisation that publishes Aviation Heritage and a newsletter 4

times per year. Aviation Heritage contains a wide range of interesting articles, with recent titles including: The Drover Story; Queensland Airlines; the Sikorsky S-38 and S-39 in Australia; Flying the Jindivik; and Avro Anson Pictorial. Subscription is \$40 per annum, which would be in addition to the NSW subscription.

Internet

The item in last month's Southern Skies concerning the Internet generated much interest. If you have found any interesting aviation related sites and wish to share, please Ken Garland (garlandk@ideal.net.au) or Warwick Bigsworth (wbigsworth@bigpond.com) and we'll include them in Southern Skies.

An interesting site dedicated to aviation accidents is www.airdisaster.com. It provides a fascinating insight to aircraft accidents without focussing on the hype generated by other forms of media. Allen Clarke has found People and Places – Important Aviation Sites Around the Globe (www.csd.uwo.ca/~pettypi/elevon/p&p.html) which features hundreds of specialist aviation sites.

If you want the latest on Boeing products, try www.Boeing.com. This site regularly changes and features news, photographs and a whole lot more including some fascinating screensavers. Airbus (www.airbus.com) also has a screensaver, which shows its products flying over various landscapes.

Calendar of Events

May 14 until January 2001

Women with Wings - Powerhouse Museum, Harris St Ultimo

July 2000

Official opening Australian Aviation Museum Bankstown (exact date to be confirmed)

30 July 2000

Federation Airshow Rockhampton Airport

6 August 2000

Mareeba Tropical Air Spectacular Mareeba Airport

13 August 2000

Townsville (Ayr) 2000 Airshow

20 August 2000

Hervey Bay Air Spectacular

19-20 August 2000

Millenium Ryan Fly-in – International Ryan Club – Caboolture Airfield

9 September 2000

Air Show Australia's Museum of Flight (formerly NAS Museum) Nowra

9-12 November 2000

Aviex Bankstown Airport

If you have any aviation events to publicise, contact Ken Garland or Warwick Bigsworth.

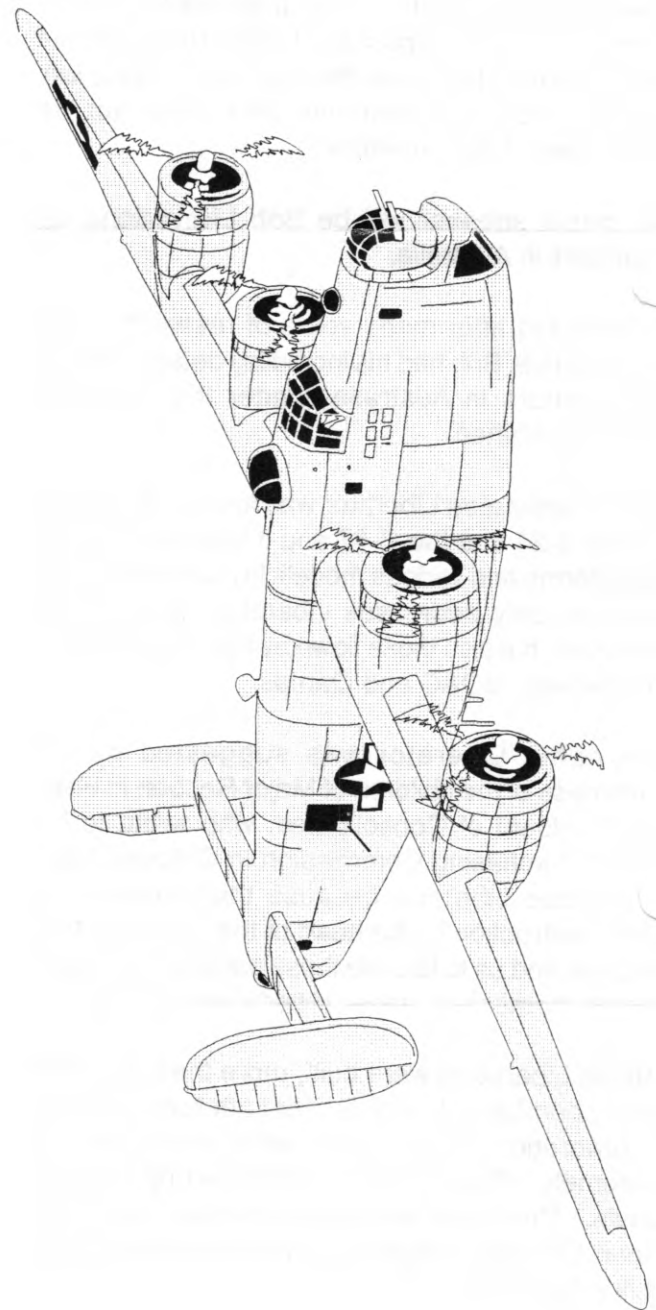
Notices

Annual Subscriptions

These are now overdue. If you have not yet paid your 2000 subscription, please do so before your name is removed from the address list.

Committee Meeting

There will be a committee meeting prior to the June meeting, commencing at 6.30pm.



International airlines: Are they helping you?

Airlines are one of the trailblazers of e-commerce, offering online ticket reservations and payment. As more people use the internet, companies are using more complicated technology to produce easier and more informative websites for their customers. But are they looking after the conference and incentive market online?

Malaysia Airlines

Malaysia Airlines' Australia and New Zealand site is well designed, with some unique features. But for conference and incentive planners, there is no information specific to group bookings, and the site currently does not feature on-line bookings (at least, none that CIM could find). But all other information is well presented and useful. The website is divided into first, business and economy classes with information on services and facilities available to passengers intending to travel in style, comfort or economically. Other information available includes: a bulletin board and news updates; information on Malaysian stopover destinations including links to Tourism Malaysia and its national newspaper and information on the Kuala Lumpur International Airport; a map of its overseas destinations; company profile; contacts details, and fleet



www.malaysiaairlines.com.au

Emirates

Emirates airline flies all over the world, based in the emerging meetings town of Dubai. This Emirates site has one of the best visual designs, and is one of the simplest and fastest to use. It has group travel information for meetings planners, as well as information on chauffeur driving services, visas, mobile phones, young passengers, special meals, family travel and group travel. Its flight schedule is accessed by a simple online form where users specify departure city,

information including seat plans; and its loyalty programme. A special feature of the site is a Quicktime/VR tour of the cockpit and various classes of a Malaysia Airlines plane, allowing users to move around and zoom in or out.

Qantas

Qantas has an excellent website, and its only downfall is a lack of information specific to the conference



www.qantas.com.au

and incentive market. Unique features include Qantas e-cards, online purchasing at the Qantas shop, events in Australia including a search form, a virtual tour of its latest 747, online bookings and GST information. Particularly useful and a great alternative to sitting on hold on the information phone line is comprehensive arrival and departure information. For Qantas customers who need to track freight, the website features a page dedicated to

destination and any other details they may want to enter. Company information is very detailed including fleet information, a lengthy list of awards, profile, employment opportunities and even its annual report. The media centre has the latest news about the airline, and international and Australian contact details are available. Unfortunately, the online booking facilities are not up and running yet, but Emirates have dedicated space on its page in readiness for it.

the topic including booking and a barcode label generator. Contact details, detailed company information, frequent flyer information, inflight entertainment, pre-flight and essentials are also listed on the website.

United Airlines

United Airlines' Australian site is one of the most comprehensive on the web, is simply designed,

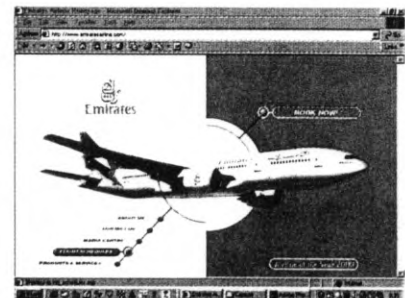


www.ualaustralia.com

informative and easy to navigate. It has everything, starting with group booking information, online bookings and e-ticketing (via the main website), and information flight status. It has numerous tips and information on packing, special services, duty free, special meals and information on its executive fax check-in system. United Airlines' frequent flyer programme Mileage Plus was voted the Best Frequent Flyer Programme by *Business Traveler International*. Its online presence allows users to check their account online, or to enrol in the programme. One of the site's special features is a map of Australian and international airports, links to Star Alliance, rates for its Red Carpet Club, in addition to basic information like detailed company information and contacts.

CIM rates websites based on six criteria, with a star granted for each. These include: information for conferences and incentives; navigation ease; design and appearance; informative; interactive and online forms; and online ordering and purchasing.

For more internet listings, turn to page 31.



www.ekgroup.com