AVIATION HISTORICAL SOCIETY OF AUSTRALIA

AHSA NSW Branch
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch
July 2000 No.332

2000-2

AHSA NSW Branch July Meeting

Wednesday 5 July, 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 Don Alexander

Ferrying Catalinas to India, Sunderlands and other reminiscences of the RAF

Don joined the RAF in 1941, and the many roles in which he served in the United Kingdom, Germany and Middle East included time in Coastal Command, Signals and Air Traffic Control. Please join us to hear what is expected to be an entertaining and informative evening.

June Meeting

The guest speaker was Bob Livingstone, author of Under the Southern Cross, the story of Liberators in Australia. Bob provided an in-depth résumé of his book with some more descriptive anecdotes that arose from his research on the subject. Some particularly interesting facts emerged during his presentation:

- There was never a United States Army Air Force (singular). The US Army air arm, known as the Air Service after World War I, became the US Army Air Corps in July 1926. The Army Air Forces (never singular and never preceded by "US") described the various numbered Air Forces as a whole and were the aircraft, guns, bombs and bases. The people were the Army Air Corps. The nomenclature was superseded when the US Air Force was created post World War II.

- The Liberator had some interesting operational problems, e.g. when used as a transport it suffered numerous nosewheel collapses because it was designed as a bomber to take-off heavy and land light, rather than take-off heavy and land heavy in the transport role.

- The Liberator was known to incur major airframe fires, particularly in the bomb bay, because of leaking fuel in the vicinity of solenoids and other electrical equipment.

Of particular interest were some of the spectacular yet tragic accidents concerning Liberators:

- On 18 May 1942 at Essendon an LB-30 on assignment to the US 435th Bomb Squadron attempted to return to land shortly after take-off when smoke was detected in the cockpit. On final approach it was found that the flaps would not extend and the Captain (Bud Fletcher) made a missed approach whilst the engineer searched for the source of the fire. It was discovered that an engine was on fire and during the process of shutting down this engine, feathering the propeller and discharging the fire extinguisher, all three other engines progressively caught fire. It was at this time that the engineer returned to the cockpit to report that a fire in the bomb bay was out of control! The aircraft crashed in a paddock near to the airport and the crew survived although many suffered serious injuries.

- On19 July 1945 at Sydney Airport an RAF Transport Command Liberator C.VII bound for Momote crashed into the Southwest Sewerage Outfall viaduct near North Brighton shortly after take-off, killing all twelve persons on board.

Copies of Bob's book have sold out in Australia, but can be ordered from the United States. Copies of the transcript of Bob's presentation are also available for a small charge (for copying costs). Contact Warwick Bigsworth on (02) 9872 2323 or wbigsworth@bigpond.com for details on how to acquire either the book or transcript.

On the Internet

For those interested in the United States Air Force, take a browse through www.af.mil. You will need many hours to get through this site which covers everything you want to know about the USAF. If you want to look at specific base sites, try www.<base>.af.mil (e.g. www.dm.af.mil for Davis Montham AFB in Arizona and which also incorporates the AMARC storage area), but the main site will guide you there as well.

Museum sites always provide much information on their own facility as well as access to many links. Airworld at Wangaratta has a good site (www.netc.net.au/airworld/drage.html) that is worth browsing.

Many members who are interested in World War I will find www.theaerodrome.com/aces/index.html to their liking. The Aces of WWI pages feature Victory Scores, Aces by Nationality, Military Ranks and Balloon Busters.

There are many directory sites that provide links to, well, you name it. The Aviation Resource Center at www.geocities.com/CapeCanaveral/4294/ has a wealth of information as does the Aviation Top 100 at www.avitop.com/aviation/avitop.asp?UserID=95 .

Australian military aircraft serials are featured in www.derwood.com/ . This site needs more work on it but seeks input, and should be another useful source for those engaged in research or for those who just wish to browse.

Calendar of Events

May 14 until January 2001
Women with Wings - Powerhouse Museum, Harris St Ultimo
30 July 2000
Federation Airshow Rockhampton Airport
6 August 2000
Mareeba Tropical Air Spectacular Mareeba Airport
13 August 2000
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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
October 2000
Official opening Australian Aviation Museum Bankstown (exact date to be confirmed)
9-12 November 2000
2000 Aviex Bankstown Airport

If you have any aviation events to publicise, contact Ken Garland (garlandk@ideal.net.au) or Warwick Bigsworth (wbigsworth@bigpond.com).

Notices

Subscriptions

If you have a red dot on this copy of Southern Skies, then you are an unfinancial member and will no longer receive further copies until membership fees are paid in full.

Supper Club

A volunteer is required to facilitate the supper that is provided after each meeting. The volunteer should be one who usually attends each meeting. and who can be custodian of the tea/coffee and accessories.

JOHN KINGSFORD-SMITH 1911-2000

John Kingsford-Smith's obituary appeared in the Sydney Morning Herald on Wednesday June 21st 2000. Members of our society will share the loss suffered by the Kingsford-Smith family and his many friends. He was a guest at our meetings on several occasions and was our Arthur Butler Memorial Speaker on October 4th 1989. At the conclusion of that meeting we were gratified by his acceptance of Honourary Life Membership of AHSA NSW Branch.

When John was interviewed in March 1993, by The North Shore Times, at the time of publication of his autobiography "My Life Story", he said "I think I've had an outstanding and interesting life, I've worked hard and had some lasting achievements. I have a loving and supporting family - what more could I ask for?" Later, when he was interviewed by Ian Mackersey for that author's biography of Smithy, he was described as "in his late eighties, and still looking strikingly like his famous relative,John was one of the few surviving members of the family old enough to remember Smithy at the time", (1926-1935). But John did not simply live in the shadow of his uncle Charles. Whilst he was introduced to the joys of flight by his uncle, in a'Bristol Tourer' in 1927, his own adventure in aviation is unique. His two younger brothers, Peter and Rollo, also added to the significant contribution made by the Kingsford-Smith family to Australia's aviation heritage during the peaceful years and the two great wars of last century.

And yet John Kingsford-Smith did not adopt aviation as a career. At heart he was a communicator and his medium was film. When he retired in 1982 he had spent 50 years in the film industry. In retirement he honed his natural skill as a speaker at many business and social clubs in Sydney and the Central Coast on his favourite topic, "Australia's Leading Role in the Pioneering of World Aviation". This will be our abiding memory of him, in full flight as a speaker, always with aninsertion of humour to engage his audience. He listed his Honourary Life Memberships in "My Life Story", as The Sydney Film Festival, The Royal NSW Institute for Deaf and Blind Children, The National Trust of Tasmania, AHSA NSW Branch and the Early Birds of which he was President from 1985 to 1988. This somewhat disparate grouping says much about the breadth of his involvement with and contribution to others beyond his family and friends.

As aviation correspondent, during the 1930's, to the sporting paper ,"The Referee", John Kingsford- Smith conducted a column named "Loops and Landings". This was made up of short topical pieces on aviation personalities and events of the time. Recently it was suggested that our newsletter,"Southern Skies", would be enlivened by the inclusion of a section of similar format with contributions shared by members. Using John Kingsford-Smith as an inspiration, and to keep his memory alive, why not resurrect the title, "Loops and Landings", for a similar section of our newsletter?

I'm sure he would have approved.

John Scott.

AVIATION HISTORICAL SOCIETY OF AUSTRALIA

AHSA NSW Branch
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch

August 2000 No.333

AHSA NSW Branch August Meeting

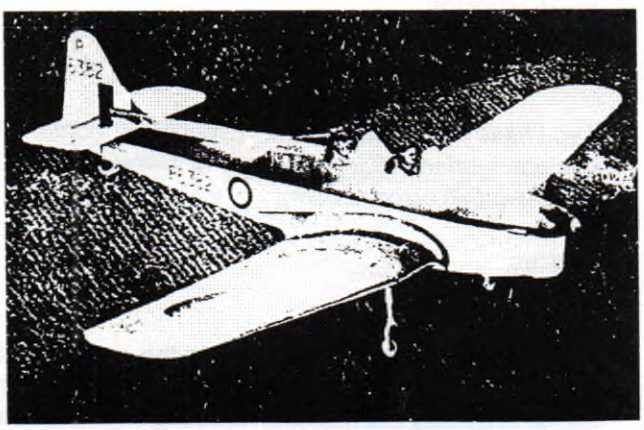
Wednesday 2 August 7.45pm in Studio 1 at the Powerhouse Museum. Enter from the Macarthur Street end; continue past the Target Theatre to the end of the hall, then take the next door on your left. Visitors are most welcome and need not be accompanied by a member.

Our guest speaker will be Dr Bill Lochhead
On Martin Baltimores and Aero Clubs

During World War II Bill served as a navigator on Martin Baltimores in 459 Squadron, based in the Middle East. After the war he studied medicine and began a practice in Adelong. His passion for aviation led to him assisting in the establishment of the Tumut Aero Club, where he gained his wings on Tiger Moths. Following his relocation to Mittagong, Bill became involved in the Berrima Aero Club. As the Baltimore is arguably one of the lesser known aircraft which served with Allied Air Forces, Bill's talk should prove to be very informative. The development of the aero club movement after the war is an important facet of Australian aviation history and we look forward to some first hand reminiscences.

July Meeting

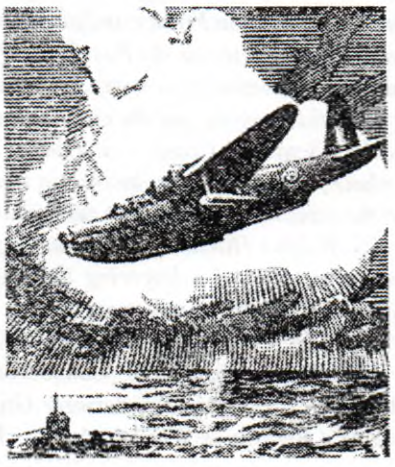
The guest speaker was Don Alexander who provided a very entertaining talk about just a few of his adventures during and immediately following World War II. Don served for 35 years in the RAF, learning the fly on the Miles Magister and later the Airspeed Oxford. On completion of his basic training, he requested posting to Bomber Command and, in the best tradition of the RAF, was assigned to Flying Instructing. He instructed on Avro Tutors, which he described as one of the best aircraft he ever flew, along with the Sunderland.



Don was tasked to instruct pilots to fly beam approaches using Lorenz. One such task was to train three members of the famous 617 Squadron (of Dam Buster fame) which included the renowned Guy Gibson. Don observed at first hand Gibson's contempt for any rank lower than Squadron Leader, and even they were only just adequate in Gibson's eyes.

Don went on to other duties and was posted to Squire's Gate, near Blackpool (which he claimed was not necessarily a hardship posting during the war) where he undertook reconnaissance training before converting onto Sunderlands. The Sunderlands were used for convoy escorts and anti-submarine patrols, and Don related many of the Squadron exploits including pursuits by JU88s. Following VE Day, Don was tasked to ferry Sunderlands to Ceylon in support of the war effort against Japan. The ferry route was via Gibraltar, Sicily, Great Bitter Lake (Egypt), Bahrain, Korangi Creek (Karachi) to Koggala Lake, Ceylon, and this provided an interesting source for many stories. Following VJ Day, he commanded Sunderlands fitted with 20 bunks to carry ex-POWs from Singapore back to Ceylon.

Don's reminiscences generated many questions from the audience and provided a most interesting insight into yet another facet of World War II.



On the Internet

I understand that some members are clocking many hours perusing the Internet sites which we have identified. Several directory sites have already been advised, but try The Australian Aviation Network site at *www.OzFlight.net* for a wealth of information and links.

As we all have an interest in Australian aviation history, the Aviation History Australia site at *www.tne.net.au/wil/avhis.html* will provide much material for researchers and browsers. Here is just a sample.

ALLEN George Urquhart(Scotty)
Born in Forgandenny,Scotland,he had a destinguished WW1 service in 71 Sqn RFC and 11, 47, 58 Sqns RAF. Also,in WW2, 23 Sqn. He came to Australia in 1929 and joined the select band of great aviation pioneers. Accompanied Kingsford Smith , in the "Southern Cross" trimotor Fokker in April 1931 to rescue airmail stranded in Koepang on the first official England- Australia Airmail Flight.. They landed back in Darwin on 25th. April (Anzac Day) to the cheers of Diggers still celebrating their big day. He joined Qantas in 1934 from the original Australian National Airways, where he had been chief pilot, and was (with Lester Brain) the guiding influence in developing and administering the sound flying procedures of the infant Qantas Empire Airways as it introduced on its new overseas routes the four-engined DH86 biplanes and, in 1938, the revolutionary and handsome flying boats. Scottie Allan used his flying boat experience with the Royal Australian Air force in World War II and was, as a member of the RAAF, part of the Qantas crew that ferried the first of the Catalina flying boats from the United States to Australia in 1941 (on what was only the third ever direct crossing by air of the Pacific). He returned to Qantas after the war, first as London manager and then as controller of technical development before becoming, in 1952, assistant general manager and the airline's chief adviser on new aircraft types, retiring in 1961as deputy chief executive and general manager.. ('From High Corridors,Qantas 1954-1970'by John Gunn)

ALLEN JOHN
In 1870 he made balloon flights in Sydney with Tom Gale (see)(Australian Aviators)

ANDERSON KEITH V.
Flew as a World War Fighter Pilot in France and planned to fly with Kingsford Smith and Ulm across the Pacific in 1927 , from the USA to Australia . However after many setbacks he had to withdraw for financial reasons and the other two did the flight in 1928 in the ' Southern Cross'. Later on in the search for the same plane , now missing in Australian rough terraine in 1929 with the same two on board, he disappeared with his mechanic, H.S.(Bobby) Hitchcock , Due to engine failure over the desert they died of a lingering thirst and were found many days later amid national mourning.
Earlier ,in June 1927, he ,with Hitchcock and Vivian, flew in a Bristol Tourer round Australia on the 'Commercial' routes on behalf of the Bond Hosiery and Underwear Group with attendant publicity.{ Reference William Joy in 'The Aviators' }

Have you ever thought about all those aircraft out in the desert in the USA? You can find out where aircraft have been stored, their fate, information on photography and access to storage areas at the Arizona Spotters page at *www.azstarnet.com/~chisox/#sta*.

If you are interested in current aviation news, then try *http://biz.yahoo.com/news/airlines.html* which is the Yahoo aviation and airline news site. Or you can get a wider variety of news from the Flight International site at *www.flightinternational.com* and select *current issue*.

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AHSA NSW Branch Arthur Butler Memorial Lecture – Bryan Monkton

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OF AUSTRALIA

AHSA NSW Branch
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch
September 2000 No.334

AHSA NSW Branch September Meeting

Wednesday 6 September 7.45pm in the AUSTRALIAN AVIATION MUSEUM, BANKSTOWN. This is near the Milperra Road/Henry Lawson Drive intersection at the south western corner of Bankstown Airport. Enter via Tower Road, then Starkie Drive, follow the road behind Burger King. SEE ENCLOSED MAP. Due to Olympic Games requirements, the usual venue of the Powerhouse Museum will not be available for this month only.

This will be a members' meeting with buy, sell and swap, and with the general theme of Aviation Museums. Bring along any items of interest including photographs, slides, videos or books. Projection and video facilities will be available.

July Meeting

Branch President, Ian Debenham advised that approval has been received from the Aviation Historical of Australia Inc expressing no objection to our registering the name Aviation Historical Society of Australia (NSW) as the first part of our process of Incorporation. The registration of this name has now been effected and we have a further three months to finalise the Rules and other administrative matters.

The guest speaker was Dr Bill Lochhead who spoke about his experiences as a navigator on Martin Baltimores in 459 Squadron, which was based in the Middle East during World War II. 459 Squadron had previously used Lockheed Hudsons and Venturas before receiving the much faster and more agile Baltimores. Whilst the Baltimore was unpopular due to its narrowness, it was well suited to Middle East and Mediterranean operations because of the sturdy design, coupled with tailwheel undercarriage and air intakes above the engines. It was therefore able to stand up to the primitive airstrips much better than American aircraft equipped with nosewheel undercarriage and lower air intakes.

459 Squadron disbanded after the Allied victory in North Africa, whilst the other Australian Baltimore Squadron, 454, relocated to Italy. At this time, Bill was transferred back to the UK where he and other navigators trained on H2S and GEE. Rumour had it that they were going to train on Wellingtons which would subsequently be located in the Far East, but fortunately VJ Day was celebrated before this could eventuate.

More detailed material on the Baltimore is attached.

After the War, Bill studied medicine and took up a practice at Adelong in southern NSW. His passion for flying had not subdued and he was one of several to form the Tumut Aero Club, which borrowed a Tiger Moth and instructor from the Goulburn Aero Club. The original "airfield" was a paddock associated with a dairy farm and one of the many hazards of the day was avoiding stray cattle. Bill gained his wings at this aero club.

Bill later bought a medical practice in Mittagong and again became involved in the local flying community, on this occasion at the Berrima Aero Club. Bill's flying skills were obviously polished by this stage and he won the 1971 club flying championship. Bill provided a large amount of interesting records and documents relating to these aero clubs for the evening's presentation.

During his research for the presentation Bill observed what is a sad indication of current times, in that the country aero club movement now has very low activity. Whilst there are still social members and a few recreational pilots, there appears to be very little flying training being carried out. Bill's presentation also featured many interesting anecdotes relating to his involvement in aviation.

On the Internet

To further our museum theme for the next meeting, the following aviation museum sites should prove interesting. These are only a small sample of the many museum sites on the Web.

RAAF Museum Point Cook
www.raafmuseum.com.au
Australian Aviation Museum Bankstown
www.bankstownaviationmuseum.com.au
Queensland Aviation Museum
www.powerup.com.au/~qam/
Australia's Museum of Flight (Nowra)
www.navalaviationmuseum.org.au
RAF Museum Cosford
www.rafmuseum.org.uk/flat/cosford
Imperial War Museum Annex Duxford
www.iwm.org.uk/duxford.htm
Smithsonian National Air and Space Museum
www.nasm.edu/NASMhome.html
USAF Museum Dayton Ohio
www.wpafb.af.mil/museum
Russian Air Force Museum Monino
www.infoart.ru/avia/company/monino/e_monino
Russian Air Force Museum (photos only)
http://monino.8m.com

Ron Cuskelly, the well known aviation historian from Queensland, has an interesting Web site (www.adastron.com/cus1.htm). It features very detailed information on Lockheed aircraft in Australia and the famous former Airlines of NSW DC3 VH-ANR, which now resides at the Queensland Air Museum.

For those fascinated by unusual aircraft, take a look at All About Guppys (www.thegrid.net/daren/). This site features everything you wanted to know about the development of these aircraft from the Boeing Stratocruiser conversions to the Mini-Guppy, Pregnant Guppy and Super Guppy for Aero Spacelines and Airbus Industrie and the Canadair CL-44 conversion to the Conroy CL-44-0.

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9 September 2000 Air Show Australia's Museum of Flight (formerly NAS Museum) Nowra
4 October 2000 AHSA NSW branch meeting: guest speaker, Cec Sly
October 2000 Official opening Australian Aviation Museum Bankstown (exact date to be confirmed)
1 November 2000 AHSA NSW Branch Arthur Butler Memorial Lecture – Bryan Monkton
4-5 November 2000 Goulburn Air Show. 4th fly-in and practice, 5th air show.
9-12 November 2000 Aviex 2000 Bankstown Airport.

If you have any aviation events to publicise, contact Ken Garland (garlandk@ideal.net.au) or Warwick Bigsworth (wbigsworth@bigpond.com).

Moth House Murmurs

The Joys of residing in Tropical North Queensland have been further enhanced with a trio of airworthy historical aircraft now resident at the Mareeba Warbirds Hangar. Restored to airworthiness by a dedicated team of enthusiasts, with an abundance of T.L.C, are two ex-RAAF Winjeels and an ex-Chinese Airforce Nanchang.

Receiving the same treatment, under current restoration, a Harvard T-6 from New Zealand, soon to join the Tropical Warbirds collection.

The three airworthy aircraft made their first public appearance at the recent Mareeba Warbirds Air Show on Sunday August 6th, thrilling the spectators with singie and formation flypast's.

Also providing a great display came the Harvar of the 'Southern Knights, Yaks of the 'Russian Roolettes, the superb Mustang and an interesting performance from the Ag-cat. The Queensland Emergency Rescue Bell 412 gave an exciting mock rescue display to the delight of young and old.

All the aircraft joined in a spectacular flypast, including our 'Magnificent Tiger' (do I sound just the little biased) which also provided joy rides for the enthusiast's after the show. The timing of the show coinciding with the skies around Cairns being graced by a "Goose", of the Grumman variety, and an "Avenger" from the same stable(there's got to be another line here) These aircraft are currently featuring in a movie being shot on location in the Cairns Trinity inlet, the Tablelands and P Douglas.

Nice to have the sights and sounds of the big radials doing circuits and touch and go's outside 'the office', it's tough in the tropics, but someone has to do it !!.

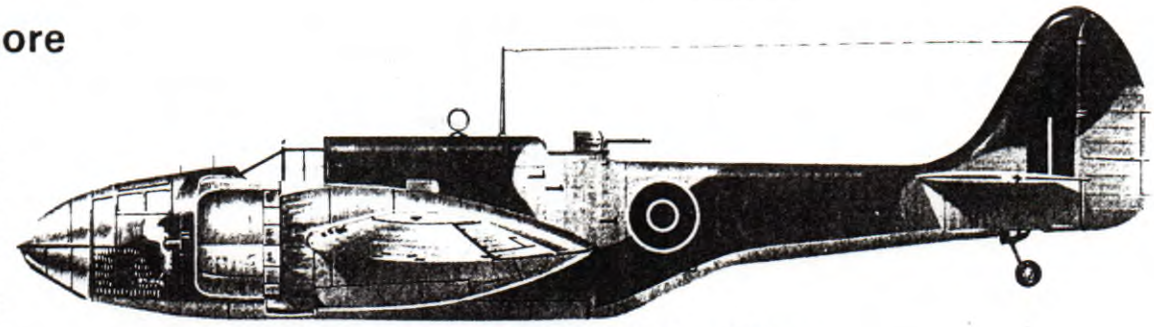
If any of our members are likely to be in Cairns for a holiday and have time to spare, if you could let me know in advance, I'm sure a visit to Mareeba could be arranged, if interested.

Roy and Christine Fordham

Martin 187 Baltimore

History and Notes

Whereas the Martin Maryland had been designed to meet a US Army Air Corps specification, the **Martin 187** was developed from the Maryland to specific British requirements. It differed primarily by having more powerful engines and a deeper fuselage to allow direct communication between crew members; however, like aircraft such as the Maryland, Douglas Boston and Handley Page Hampden, its narrow-section fuselage made it virtually impossible for injured crew members to change positions in flight. An order for 400 of these aircraft, named **Baltimore** by the RAF, was placed in May 1940, and following introduction of the US Lend-Lease Act two batches, of 575 and 600, were ordered in June and July 1941 respectively, and the full total of 1,575 aircraft was duly produced for the RAF. It should be noted, however, that this full total was not received, for some Mk III and Mk IIIA aircraft were lost during transatlantic delivery when two cargo ships carrying them were sunk. Initial deliveries of Baltimore Mk Is were made in late 1941, being issued first to Operational Training Units, and were followed by deliveries of Mk [illegible]n 1942 to Nos 55 and 223 Squa[illegible]ons operating in the Middle East. All Baltimores were used operationally entirely in the Mediterranean theatre, proving to be effective day and night bombers. In addition to those used by the RAF, Baltimores were allocated by the RAF for service with the Royal Australian Air Force, Free French Air Force, Greek No. 13 (Hellenic) Squadron, Italian Co-Belligerent Air Force, and the South African and Turkish air forces.



Martin Baltimore Mk V of the Desert Air Force.

Variants

Baltimore Mk I: original production version to UK order with 1,600-hp (1193-kW) Wright GR-2600-A5B Cyclone engines; the dorsal turret had only a single hand-operated Vickers 'K' gun; 50 built

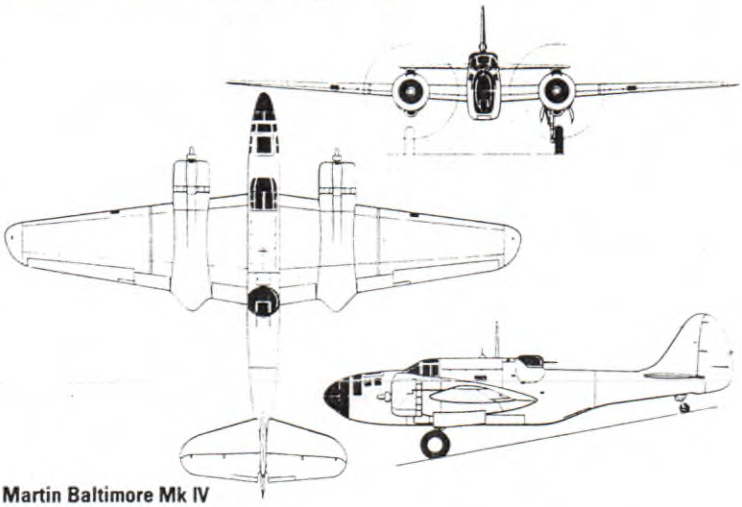
Baltimore Mk II: generally similar to Mk I, but with twin hand-operated Vickers guns in the dorsal turret; 100 built

Baltimore Mk III: improved version to UK order, introducing more powerful Wright R-2600-19 engines and a Boulton Paul hydraulically-powered dorsal turret containing four 0.303-in (7.7-mm) Browning machine-guns; 250 built

Baltimore Mk IIIA: first Lend-Lease version, procured by the USAAF under the designation **A-30**; generally similar to Mk III, but with a Martin-built electrically-actuated dorsal turret containing two 0.5-in (12.7-mm) Browning machine-guns; 281 built

Baltimore Mk IV: basically similar to Mk IIIA but with detail changes; procured by the USAAF under the designation **A-30A**; 294 built

Baltimore Mk V: final and major production version, basically as Mk IV but for the introduction of 1,700-hp (1268-kW) R-2600-29 engines; Procured by the USAAF under the designation A-30A; 600 built



Martin Baltimore Mk IV

Specification

Martin Baltimore Mk IV

Type: four-seat light bomber

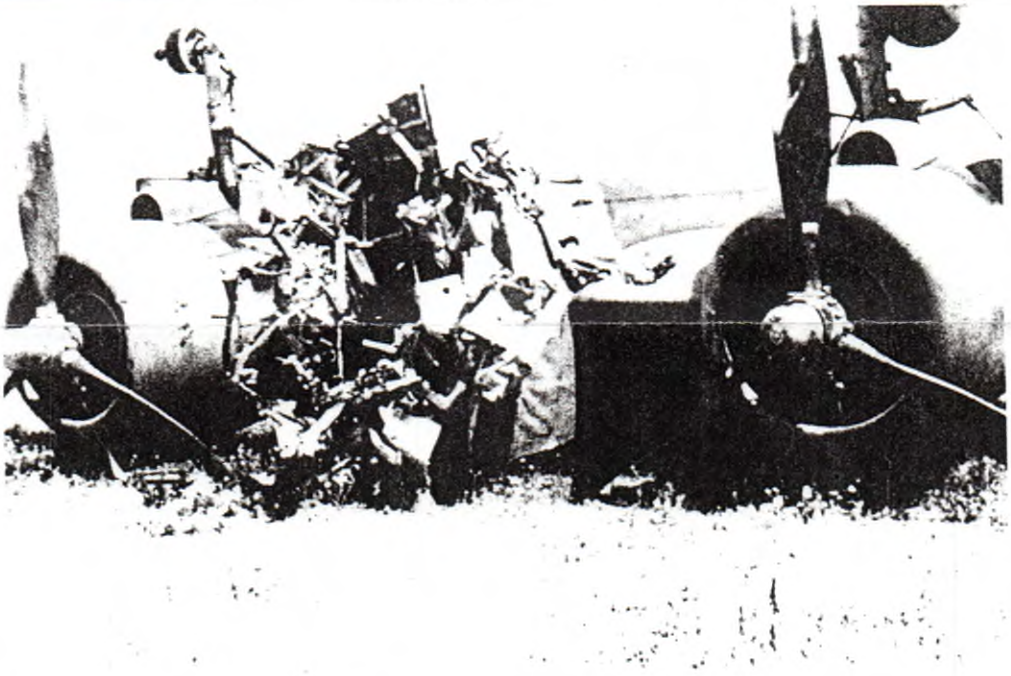
Powerplant: two 1,660-hp (1238-kW) Wright R-2600-19 Cyclone 14 radial piston engines

Performance: maximum speed 305 mph (491 km/h) at 11,500 ft (3505 m); service ceiling 23,300 ft (7100 m); range with 1,000-lb (454-kg) bombload 1,082 miles (1741 km)

Weights: empty 15,460 lb (7013 kg); maximum take-off 22,600 lb (10251 kg)

Dimensions: span 61 ft 4 in (18.69 m); length 48 ft 5¾ in (14.80 m); height 17 ft 9 in (5.41 m); wing area 538.50 sq ft (50.03 m²)

Armament: four 0.303-in (7.7-mm) wing-mounted machine-guns, two or four similar guns in dorsal turret, two 0.3-in (7.62-mm) machine-guns in ventral position, and provision for four similar guns in fixed rear-firing position, plus a bombload of up to 2,000 lb (907 kg)



Crashed Baltimore El Djen, Tunisia.

Reference: 1 The Illustrated Encyclopedia of Aircraft, Orbis Publications Ltd

2 Australians at War in the Air. Ross A Pearson, Kangaroo Press

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The Newsletter of NSW Branch
October 2000 No.335

AHSA NSW Branch October Meeting

Wednesday 4 October, 7.45pm at the Powerhouse Museum. Enter from the Macarthur Street end; the meeting room is now in the new area near the Macarthur Street entrance. The security officer will direct you if required. Visitors are most welcome and need not be accompanied by a member.

The guest speaker will be Cec Sly on:

Experiences in the Korean War

Cec is still flying as an Approved Test Officer on behalf of CASA, and as a DC3 captain for Dakota National Air. He has flown for the RAAF, Qantas, Papuan Air Transport, DCA and a variety of charter organisations, but the focus for this presentation will be about his time in Korea. He was a member of 77 Squadron RAAF, flying Mustangs and Meteors as part of the United Nations forces against North Korea. In one of his many exploits, he was shot down by the North Koreans and was subsequently rescued by an American helicopter. Some of his Korean War experiences have been recorded in other aviation publications, however the more complete and correct versions will be revealed in this address.

It is 50 years since the beginning of the Korean War, which has often been referred to as the forgotten war. Earlier this year the Australian Government made a significant recognition of the role played by Australian armed forces during the conflict, and dedicated a memorial in Canberra to those who served. It is therefore most fitting that during this commemorative year we are privileged to have Cec speak about his experiences in that war.

September Meeting

Due to Olympic Games requirements, the usual venue of the Powerhouse Museum was not available, hence the meeting was held at the Australian Aviation Museum Bankstown. Members were able to peruse the exhibits and make purchases from the shop prior to slide shows by Allen Clarke and Warwick Bigsworth. Allen's slides featured a wide variety of aircraft, including many unusual types at airfields in the UK, and Warwick's selection featured resident aircraft at Pima County Aviation Museum Tuscon Az., Planes of Fame Museum Chino, Ca., National Aviation Museum of Canada, Ottawa and Moorabbin Air Museum.

It has been suggested that at least one meeting should be held at the Australian Aviation Museum next year, and the Committee will endeavour to accommodate this in the forthcoming programme. Perhaps in a slightly warmer month than September would be advisable!

Olympic Games

The Olympics has brought many unusual aircraft to Sydney and other Australian airports. The aircraft below were noted at Sydney (Kingsford Smith) Airport on the days indicated, although some may have arrived prior to the date recorded. The list is not exhaustive, but provides an interesting assortment of aircraft.

3 Sep	TC-JIH	A340-300	THY Turkish Airlines
	SP-LPB	B767-35D	LOT Polish Airlines
4 Sep	ZS-SAW	B747-444	South African Airways
7 Sep	3B-AGC	MD-83	
8 Sep	RA-96011	IL-96-300	Aeroflot
9 Sep	A6-SMM	B747SP-31	United Arab Emirates – Dubai Air Wing
	SP-LPC	B767-35D	LOT Polish Airlines
	HL7418	B747-48E	Asiana Airlines
	XA-OEM	Gulfstream V	Organisation Editorial Mexicana
	B-2061	B777-2J6	Air China
	N54PR	Gulfstream V	
13 Sep	HZ-HM3	B707-368C	Saudi Royal Family
	HA-LHB	B767-27G	Malev Hungarian Airlines
	ZS-SAZ	B747-444	South African Airways
	HL7576	Global Express	Samsung Aerospace
	N56L	Gulfstream 4	Newsflight Inc
	N75AE	Gulfstream V	
	N225LY	Challenger	Dacion Corp
	N250JC	Gulfstream 4	Dacion Corp
	N600JM	Falcon 900	
14 Sep	N757AF	B757-2J4	Vulcan Northwest Inc
	9M-BBJ	B737-BBJ	MASTAR (Malaysian Airlines VIP)
	LZ-BTZ	TU-154	Bulgarian Government
	RA86567	IL-62	East Line
	N189AT	L-1011	American Trans Air
	97-0401	C-37A (Gulfstream V)	USAF
	N1GN	Gulfstream V	Greg Norman
	N176CF	Falcon 900	CIGNA Corp
	N511C	Gulfstream 4SP	Conoco
	N522AB	Global Express	
	N555GV	Gulfstream V	
	N750BA	Gulfstream V	Bankamerica
	N888LK	Gulfstream 4	Deerport Aviation
	VP-BDD	Global Express	
17 Sep	HL7554	A330-300	Korean Air
	OM-BYR	TU-154	Slovak Government Flying Service
	F-HAXA	Falcon 900EX	AXA Reassurance
	N73RP	Gulfstream V	Time/Warner Inc
	N158JA	Falcon 900EX	Tavistock Aviation
	N622AB	Global Express	
	N700HX	Global Express	Global Flight Inc
	N910B	Gulfstream 4	Amoco Corp
	VP-CYK	Citation X	ACM Air Charter

On the Internet

AHSA Queensland Branch has established its own website at *(http://members.tripod.com/ahsa_q/)*. This site is well worth perusing.

Australian Aviation magazine must have been reading my notes because its September issue also recommends the site Military Aircraft Crashes in Australia during World War II *(http://home.st.net.au/~dunn/research.htm)*.

Whilst researching information of the Martin Baltimore for the September issue of Southern Skies, I came across another fascinating military history site: American Aircraft of WWII *(www.ixpres.com/ag1caf/usplanes/)*. The Confederate Air Force also provides interesting material at *(www.confederateairforce.com)*.

For those intrigued by the disappearance of Amelia Earhart, then take a look at The International Group for Historic Aircraft Recovery *(www.tighar.org/index.html)*.

Calendar of Events

Until January 2001 – Women with Wings - Powerhouse Museum, Harris St Ultimo

1 November 2000 AHSA NSW Branch Arthur Butler Memorial Lecture – Bryan Monkton

4-5 November 2000 Goulburn Air Show. 4th fly-in and practice, 5th air show.

9-12 November 2000 Aviex 2000 Bankstown Airport. 9-11 Nov Trade days, 12 Nov open day/air show. **Trade passes to Aviex 2000 will be available at the October Branch meeting.**

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

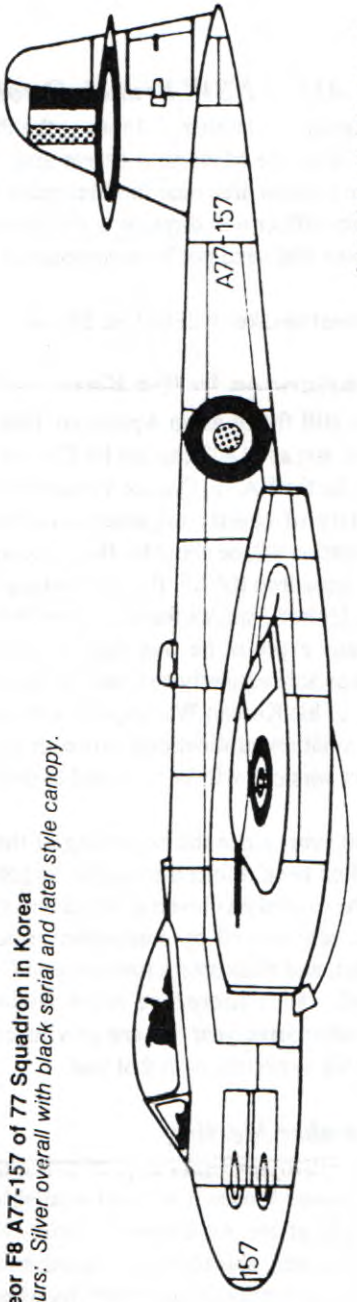
Notices

Request for Information

Branch member Brian Gordon is researching the operations of Butler Air Transport, particularly about its services prior to the takeover by Ansett. Anyone who knew the airline, its services, C Arthur Butler himself, or is able to loan any photographs, timetables, memorabilia etc, is requested to contact Brian at 65 Roosevelt Avenue, Allambie Heights, NSW 2100, or by phone on (02) 9451 0864. Any material loaned will be returned as quickly as possible.

Committee Meeting

A Committee meeting will be held prior to the October meeting, commencing at 6.30pm.



Artwork by Neil Mackenzie

Meteor F8 A77-157 of 77 Squadron in Korea
Colours: Silver overall with black serial and later style canopy.

The biggest General Aviation exhibition in the Asia Pacific region

AVIEX 2000 is your opportunity to buy and sell General Aviation products and services, and meet more customers in a few days than you could hope to meet in a year.

AVIEX 2000 is not for the general public. **It is geared exclusively to the GA industry.** Every prospect will be a quality prospect, from all around Australia, all through the Asia Pacific region, and all around the world.

Flying demonstrations, first class hospitality facilities, spacious exhibition areas both inside and out, plus the magnificent setting of Sydney's Bankstown Airport, will provide **the perfect environment to buy or sell your new or used aircraft or promote your business, association or organisation.**

And with the AOPA (Aircraft Owners and Pilots Association) Conference being held in conjunction with AVIEX 2000, the number of potential prospects will be even greater than ever.

WHEN?

Thursday November 9 to Sunday November 12, 2000 (just one week after the close of the Sydney 2000 Olympics and Paralympic Games!)

WHO?

Buyers and sellers in the General Aviation Industry from around the world. **Aircraft and aviation equipment buyers,** engineers, charter operators, airlines, pilots, corporate executives, helicopter owners and operators, freight carriers and many more. The general public will only be admitted on the final day.

FACILITIES?

You name it! Excellent catering, from light refreshments to full a-la-carte, hospitality facilities to your specifications, display equipment and furniture, Exhibitors' Lounge and Restaurant, PR and Media facilities, security, shipping and transport, travel and accommodation, parking (for cars and planes) and a whole lot more.

We will arrange (and welcome) ongoing demonstrations of aircraft and equipment.

And the whole magnificent expanse of Sydney is waiting for you to discover (or rediscover) and explore. Full details are contained in the Exhibition Manual we provide to all Exhibitors.

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AVIEX 2000

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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
November 2000 No.336

AHSA NSW Branch November Meeting
Arthur Butler Memorial Lecture

Wednesday 1 November 2000, 7.45pm in the Target Theatre at the Powerhouse Museum. Enter from the Macarthur Street end and ask Security for directions. Visitors are most welcome and need not be accompanied by a member.

Our Guest Speaker this year will be Bryan Monkton. His subject will be:

The Boats that Flew

When one thinks about flying boats in Australia, the name of Bryan Monkton inevitably arises. The mention of the halcyon days of flying boats always attracts the attention of almost everyone interested in aviation. Whilst flying boats have been recognised as playing a vital part in the development of Australia's overseas air routes to Europe, they featured just as significantly during wartime and in their civilian operations domestically and to the Pacific islands.

Bryan flew several types of flying boat during World War II, including Dorniers and Catalinas. After the War, he acquired five ex-RAAF Sunderlands from the Commonwealth Disposals Commission in order to establish Trans Oceanic Airways. These Sunderlands, (which were converted to Hythe standard), Solents and Sandringhams operated domestic services from Rose Bay to Brisbane, Grafton, Bowen and Lord Howe Island. Scheduled Pacific islands destinations included New Hebrides, New Caledonia, Fiji and New Guinea and special flights somewhat further afield to Cairo, Malta and Kwajalein.

Following the takeover of Trans Oceanic Airways by Ansett, Bryan flew for South Pacific Air Lines, which had acquired Solents formerly operated by Trans Oceanic, between Honolulu and Tahiti. He later flew the former Ansett Sandringhams for Antilles Air Boats after having ferried one of them from Sydney to St Croix in the US Virgin Islands.

As one of the few remaining flying boat pioneers, Bryan is sure to present a fascinating insight to the operations of and adventures with these magnificent aircraft.

The Arthur Butler Memorial Lecture is the highlight of our annual programme. We will cater for supper, although if you wish to bring something as well, it would be most appreciated. Please bring your friends and join us for this important evening.

October Meeting

Our guest speaker was Cec Sly, who presented an absorbing and thought provoking talk about his experiences as a fighter pilot in the Korean War. Cec flew with 77 Squadron, initially based at Iwakuni in Japan and later at various bases on the Korean peninsula.

Cec compared the characteristics and performance of the Mustangs powered by the Rolls Royce built Merlin engines with those fitted with the Packard Merlin, and described the armament carried by various models. The machine guns used five different types of bullets, ball, incendiary, armour piercing, explosive and tracer, and the aircraft could also carry rockets and bombs. The kits carried by pilots included a parachute, Mae West, water bottle, Smith and Wesson revolver, bayonet, 2 food canisters and first aid kit. Certainly not an insignificant load, but all the more interesting when Cec described his bail-out over enemy lines.

Many problems were encountered with the extreme cold, where aircraft unserviceabilities were common and aircraft could become trapped when parked in puddles, which froze over. Aircraft needed two run-ups and needed to make powered approaches to ensure adequate engine temperatures were achieved and maintained. One of the design features that caused some concern was that the left drop tank fuel selector was on the right hand side and the right drop tank fuel selector was on the left hand side. Cec experienced sudden silence whilst discovering this unique innovation, but was able to resolve the problem before having to bail-out. Perhaps it was bound to happen when the Americans designed an aircraft to a British specification.

When 77 Squadron re-equipped with Meteors, Cec returned to Japan for conversion training, which consisted of high altitude training on Mustangs and two hours dual on Meteor 8s. He returned to Kimpo, near Seoul, for the remainder of his tour of duty.

Cec then related a very interesting account of his bail-out over and subsequent rescue from enemy territory. This was indeed a most fascinating and stirring address.

Olympic Games

Our report last month listed some of the unusual aircraft that came to Sydney for the Olympic Games. The following list provides details on more aircraft which visited.

23 Sep		
YR-ABB	B707-3K1C	Romavia (ROMANIA titles)
24 Sep		
N1624	Gulfstream 4SP	Texaco
30 Sep		
N408QS	Gulfstream 4	NetJets
N600JM	Falcon 900	
N900MJ	Falcon 900B	ACM Aviation
1 Oct		
N642NW	B747-212	Northwest Airlines
N88HP	Gulfstream 4SP	Hewlett-Packard Co
N315MK	Challenger 600S	Athenian Air Link
SP-LPB	B767-35D	LOT Polish Airlines
2 Oct		
3B-AGC	MD-83	
RA-96011	Il-96-300	Aeroflot
LV-MLR	B747-287	Aerolineas Argentinas
F-GEXA	B747-4B3	Air France
9V-SYE	B777-317	Singapore Airlines
N189AT	L-1011	American Trans Air
N92AE	Gulfstream 4SP	American Express Co
N99UG	Challenger 601	UIM Aircraft
N101CV	Gulfstream 4SP	CSC Transport Inc
N257H	Gulfstream 4SP	H J Heinz Co
N416WM	Gulfstream 3	Hi-Flite Inc
N701WH	Global Express	Triperoo Airways
N816SQ	Global Express	Sprint
N2002P	Gulfstream 4SP	J C Penney Co
3 Oct		
A4O-GI	B767-3P6	Gulf Air
F-GHOI	DC-10-30	Cubana
RA-96013	IL-96-300	Domodedovo Airlines
N620K	Gulfstream 4	Eastman Kodak Co

On the Internet

For those interested in airline fleets, there are several comprehensive sites worth a look. Two in particular are World Airline Fleets *(www.intercpt.demon.co.uk/fleetint.html)* and Aeromoe's US Airline Fleets *(www.geocities.com/~aeromoe/airlines.html)*. The latter has some entire historical lists, not just the current fleet.

In addition to aviation news sites already identified, the Aerospace News Service *(www.aeroworldnet.com/index.html)* provides plenty of new information and is updated weekly.

News on aviation events usually includes incidents and accidents. Many photographs of such events are available at Unusual Aviation Pictures *(www.aviationpics.de/)*.

Those interested in Australian aviation are usually also interested in such matters in Papua New Guinea. A few sites are under development, but one already on line is that of the South Pacific Aero Club *(www.dg.com.pg/~spac/)*.

Aviex 2000

Aviex 2000 is the General Aviation Industry Exhibition for the Asia-Pacific region. The trade days provide an opportunity to buy, sell or just peruse the many products on display. Trade Passes will be available at the November monthly meeting, and all members will be most welcome to attend Aviex. Exhibitors who have indicated their intention to participate include: Beechcraft, Bombardier, Brantley, Britten-Norman, BASI, Cessna, CASA, Hawker Pacific, Pilatus, Piper, Qantas Foundation, Republic of Poland.

The air show, which is open to the public on Sunday 12 November, will feature representative aircraft from the above mentioned exhibitors and much more. The attachments to this newsletter include an extract from the programme for the 1962 Bankstown Air Show. Careful scrutiny will reveal many well-known names (including Branch members) as well as our Guest Speaker for the Arthur Butler Memorial Lecture.

Calendar of Events

Until January 2001
Women with Wings - Powerhouse Museum, Harris St Ultimo

4-5 November 2000
Goulburn Air Show. 4th fly-in and practice, 5th air show.

9-12 November 2000
Aviex 2000 Bankstown Airport. 9-11 Nov Trade days, 12 Nov open day/air show. Trade passes to Aviex 2000 will be available at the November Branch meeting.

6 December 2000
AHSA NSW Branch end of year meeting – buy sell and swap slides/videos – Australian Aviation Museum Bankstown
Official opening Australian Aviation Museum Bankstown (exact date to be confirmed)

Notices

Please note that the December meeting will be held at the Australian Aviation Museum at Bankstown Airport. Members and guests will be able to view the collection and purchase any material from the souvenir shop.

Have you ever wondered about the story behind the photo? To me, the above was such a photo.

I had seen it published in books, one of which is Samual Bronson's "Flying the Royal Mail", which describes it as "The loneliness of flying the Catalinas across the Indian Ocean in 1943. (Photo: National Library of Australia)."

The Catalina featured in the photo was one of five used by Qantas Empire Airways from July 1943 to July 1945, on what was "the world's longest ocean hop' between Perth, Western Australia and Lake Koggala, Ceylon. The longest flight was almost 32 hours. Towards the end of 1943, at the request of BOAC, the service was extended to Karachi, India.

At the end of the two years of Catalina operation, a total of 271 crossings of the Indian Ocean had been made without loss or accident – an amazing record, and even more so because the crossings were made during wartime, without radio contact.

With my interest stirred to trace the origins of the photo, I contacted the National Library, the Catalina Club of Australia, and former crew members of the Catalinas themselves. His finally led to the photographer himself– one of the flight engineers. I wrote to him, and the following is part of his reply:

"Thank you for your complimentary comments re the much treasured photo of the "Cat" over the Indian Ocean– 1945 – the only known occasion when two Cats had visual contact in 3500 miles of ocean crossing which at times averaged twice weekly crossings.

This was no doubt due to the fact of north bound crossings were flown 2-3500 feet alt and return flights from Ceylon at 10 to 12000 except when things 'got out of hand'.

I carried a Leica camera in those days.....

Photo featured G-AGID 'Rigel Star' from G-AGIE 'Antares Star'."

He could not recall the date on which the photo was taken.

Sadly, he died in January 1996.

Additional Readings:

"Qantas Empire Airways (Western Operations Division) Indian Ocean Service, 1943 – 1946", Barry Pattison and Geoff Goodall Aviation Historical Society of Australia, Footscray, Vic 1979.

"Silent Victory", Arthur Neebold – Banner Books. 1995

"Challenging Horizons, Qantas 1939-1954", John Gunn – University of Queensland Press. 1990

AVIATION HISTORICAL SOCIETY
OF AUSTRALIA

AHSA NSW Branch
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch
December 2000 No.337

December Meeting

Wednesday 6 December 2000, 7.45pm at the Australian Aviation Museum Bankstown. The Museum is located near the Milperra Road/Henry Lawson Drive intersection at the south-western corner of Bankstown Airport. Enter via Tower Road, then via Starkie Drive.

This will be a buy, sell and swap meeting, but bring your slides, videos or any other interesting material to show and tell. The Museum aircraft will be available for inspection and the gift shop will be open. Visitors are welcome and need not be accompanied by a member. Supper will be served after the meeting.

November Meeting
Arthur Butler Memorial Lecture

The guest speaker for the 18th Arthur Butler Memorial Lecture was Bryan Monkton, whose topic was "The boats that flew". An audience of 51 attended this enthralling lecture which was accompanied by an impressive series of slides. Bryan discussed the development of the flying boat, particularly in respect to the evolution of the airframe and engine design, wing configuration and types of operation.

The need for bi-plane design and placement of engines was an important facet in the development of flying boats, and was demonstrated with reference to types manufactured by Short Bros., Supermarine and Curtiss, as well as other less notable manufacturers. However the advent of large monoplane flying boats brought about the extremes of design. In particular, the mighty Dornier DO-X must have been an awesome sight. From observing Bryan's slides, it could easily be described as a Manly ferry with wings. This aircraft first flew in July 1929; it had twelve engines (originally Siemens-built Bristol Jupiters, but later Curtiss Conquerers), a maximum take-off weight of 56,000kg, wing span of 48 metres, length of 40.5 metres and designed to carry 72 passengers. It was equipped with a bar, smoking and writing rooms, lounge and sleeping quarters. Only 3 were built, and the prototype which flew the Atlantic, was later used by Deutsche Luft Hansa and finally placed in a museum in Berlin, although unfortunately, it was destroyed during World War II. The Italians used the other two aircraft for experimental purposes before being broken up.

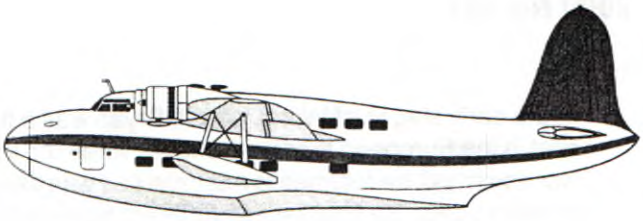
Bryan went on to describe the Empire flying boats and their successors (Sunderland, Hythe, Sandringham and Solent), along with more interesting slides, and the impact of these aircraft on the development of Australian civil and military aviation.

In the early stages of World War II, Bryan was a fighter pilot in the European theatre, however when the Pacific war escalated, he returned to Australia and was assigned to flying boats. He flew several different types including the Dornier 24K. These aircraft had earlier been operated by the Royal Netherlands Naval Air Service in the Dutch East Indies and, following the evacuation of Timor, a number were transferred to the RAAF. He flew over 1,000 hours on Catalinas, an aircraft with which he has a great deal of affection. Not so with the Martin Mariner, about which he was not so complimentary.

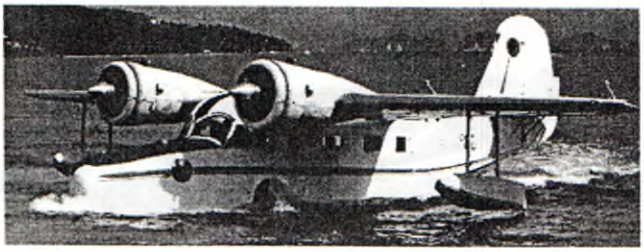
Following the War, Bryan acquired 5 ex-RAAF Sunderlands and was required to move them as soon as possible from their storage area at Rathmines. They were flown to Rose Bay, but during the preparation for the ferry flights, Bryan clocked up two probable "firsts". A minimum of 4 crew would normally be required to ferry the Sunderland. Bryan thought that one pilot and one engineer could manage and he successfully demonstrated this configuration; but that was only the start. He then described how he, single-handedly, slipped the mooring, taxied, took-off, flew, landed and (eventually) re-moored a Sunderland, much to the amusement of onlookers on the shore.

The Sunderlands were converted to civil standard (similar to the BOAC Hythe) and he established Trans Oceanic Airways, commencing domestic services in 1947, eventually serving Hobart, Lord Howe Island, Port Macquarie, Grafton, Brisbane and Bowen. Later the airline commenced international services to New Guinea, New Caledonia, Solomons Islands and New Hebrides, competing with Qantas. In 1950, Trans Oceanic acquired its first Solent which competed against the DC4s and DC3s of TAA and ANA. The Solent was as fast as the DC4, but was far more luxurious and had greater passenger appeal. Eventually the economics of flying boats and increased competition influenced Bryan to sell out to Ansett.

The Solents were sold to South Pacific Air Lines, and Bryan continued to fly these on the route between Honolulu and Tahiti. In later years he ferried one of Ansett's Sandringhams to St Croix in the US Virgin Islands, where he flew these aircraft for Antilles Air Boats around the Caribbean.

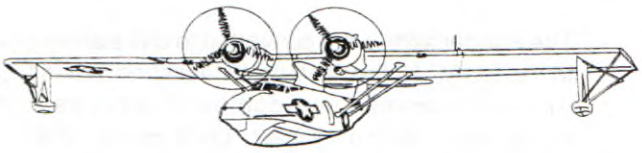


He also flew the company's Grumman Goose aircraft which experienced propeller problems caused by salt water corrosion. Ironically, the owner of Antilles Air Boats, Charles Blair, was killed as a result of an accident caused by these problems.



Bryan recalled two engine failure incidents whilst flying with Trans Oceanic, one involving an ocean landing and the other fighting his way through a massive Tasman storm. Hopefully the full account of these stories will be included in his forthcoming book.

Bryan concluded his lecture with a special mention of the Catalina. He urged all in attendance to support the project being fostered by the Seaplane Pilots' Association of Australia in conjunction with the Historical Aircraft Restoration Society to acquire a Catalina from the USA and operate it in a similar manner as the now famous HARS "Connie".



A short question time followed, and a vote of thanks proposed by Warwick Bigsworth was endorsed with much enthusiasm by a most receptive audience.

Incorporation

The Aviation Historical Society of Australia (NSW) was incorporated on 9 October 2000. This will provide us with the opportunity to expand our activities in the new year.

Aviex 2000

Many members visited the Aviex 2000 general aviation exhibition which was held at Bankstown Airport from 9 – 12 November. The trade days featured many static exhibits, which grew each day, as well as some special flying displays by the Roulettes and other aerobatic aircraft. One hangar was converted to a trade hall, whilst outside there was a large static aircraft park. Aircraft on display included business jets (Learjet 45, Citation V Ultra, Citation II and CitationJet), twin props (Beech 1900, Beech Super King Air, Beech B90B King Air, Cessna 404), warbirds (T-28, Harvard, Bird Dog, O-2A, A-37 Dragonfly), helicopters (Bell 222, Bell 407, Brantley B2, Kawasaki BK-117, Augusta A-119 Koala) and a vast collection of single engine aircraft including Pilatus PC-12, Cessna 208 Caravan Amphibian, Gippsland Airvan, Cessna 195, Cirrus SR20, Vans RV-4, RV-6, Optica Scoutmaster, Slepcev Stork, Avtech Jabiru, Eagle 150, PZL Koliper, PZL Wilga, Zlin 242 and YAK-52 to name but few. The Historical Aircraft Restoration Society and the Australian Aviation Museum, Bankstown had a large area containing the two ex-ARDU C-47Bs, L-1049F Super Constellation, 2 P2V-7 Neptunes, CAC Sabre, GAF Canberra, DH Tiger Moth, C-310, 2 DHA3 Drovers and Bell HueyCobra.

The public day on Sunday 12 November featured an airshow with flying displays by the RAAF Roulettes PC-9s, Spitfire, Extra 300, Airvan, Neptune, BAC Strikemaster, A-37 Dragonfly, Vans RV-4 and RV-6, T-28 Trojan, Harvard, YAK-52 and more.

Aviation Bookshelf

Several new Australian aviation books have been released recently, and should be well worth acquiring for your library.

Rescue at Wewak, by Dr Hilarie Lindsay details the rescue of a crew from one of three downed United States B-25 aircraft, two hundred metres off shore from a Japanese base. Beauforts from RAAF 100 Squadron attacked the Japanese base whilst Phil Lindsay's Catalina A24-92 carried out the perilous rescue. The book is available for $15.95 RRP from Gleebooks, 49 Glebe Point Road, Glebe NSW, the Co-op Bookshop, 80 Bay Street Broadway, and the publisher, Ansay Books P.O Box 90 Leichhardt 2040.

Qantas by George, by Paul Byrnes is the story of George Roberts, who is now over 90 and is the oldest living former employee of Qantas. Amongst many other adventures, George and his elder brother, Norm, used to soup up T Model Fords and race them on Main Beach Southport. They also built aircraft, including the Flying Flea, which now hangs in the Queensland Museum. Both George and Norm worked as engineers for Qantas at numerous locations. The main focus of this book is about the airline and it contains many stories about Qantas never told before. The book is available at most good bookshops for about $27.50.

Cats at War, by Coral Gaunt and Bob Cleworth is the story of RAAF Catalinas in the Asia Pacific theatre of World War II. The book was recently launched at Macquarie University in front of a large gathering which included many former Catalina aircrew. The RRP is $40 and available through the Co-op Bookshop at various locations and the Australian War Memorial Bookshop. If you have difficulty getting a copy of the book, contact Warwick Bigsworth, (02) 9872 2323 or via Email at wbigsworth@bigpond.com, who can arrange for copies through the publisher.

On the Internet

Two major aviation events will be held next year and both have internet sites worth perusing. The Australian International Airshow 2001 will be held at Avalon from 13 to 18 February 2001. The web site *(www.airshow.net.au)* includes a range of display information and will be of interest to those considering attending. The London to Sydney Centenary Air Race 2001 will be held between March 11 and April 7 2001. The web site *(www.airrace.com.au)* features the air race history, including the great air races of 1919 and 1934, route map, the competitors and numerous press releases.

The Aviex 2000 exhibition featured many of the aircraft from the Temora Aviation Museum, including the Supermarine Spitfire, A37B Dragonfly, O-2A (military C337) and Cessna Bird Dog. The museum site *(www.aviationmuseum.com.au)* includes descriptions of other aircraft including the GAF Canberra, DH Tiger Moth and CAC Wirraway, and activity days at the museum.

For those interested in wrecks of aircraft, then two sites will be to your liking. Pacific wrecks *(www.pacificwrecks.com/)* reveals numerous World War II aircraft wrecks in the Pacific Islands. The site has been set up by an American whose grandfather was a WWII veteran. Pacific Ghosts *(www.pacificghosts.com)* also documents a list of aircraft wrecks on the Pacific Islands. The company has researched many aircraft wrecks and they are advertising a CD/DVD on the subject.

On a similar subject, staff at Charles Sturt University have established a site on aviation archaeology *(http://life.csu.edu.au/~dspennem/VIRTPAST/Aviation.html#Pacific)*. There is quite a bit on this site, so be patient.

Calendar of Events

Until January 2001 –
Women with Wings -
Powerhouse Museum, Harris St Ultimo

9 – 10 December 2000
Temora Aviation Museum Flying Days.
Check with the Museum on (02) 6977 1088 to confirm

7 February 2001
AHSA (NSW) meeting Powerhouse Museum

13 – 18 February 2001
Australian International Airshow 2001
Avalon Airport Vic.
Trade days 13 –16 February, Public Days 16 (night only) and 17/18 February.

11 March – 7 April 2001
London to Sydney Centenary Air Race 2001

Official opening Australian Aviation Museum Bankstown (exact date in 2001 to be confirmed)

6 – 8 October 2001
Warbirds over Scone.
Saturday 6th practice day and muster; Sunday 7th air show; Monday 8th recovery and departure.

Vale

Members will be most sad to hear of the death of Don Alexander, who was our guest speaker in July. Don presented a fascinating and very entertaining account of his experiences in the RAF during World War II. Of special interest were his tales of flying training and later his involvement with Sunderlands, particularly in flying ex-POWs from Singapore to Ceylon on their way back to the United Kingdom. Our condolences have been passed to the Alexander family.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

In the month of August 1937, John Kingsford-Smith offered the following aviation snippets to readers of 'The Referee'.

In addition to the exacting duties of running the Butler Air Transport Service between Cootamundra and Charleville, that amazingly energetic young aviator and engineer, Arthur Butler, has found time to design and build, at his Cootamundra hangar, a new aeroplane.

The first test flights show that he has produced a light aeroplane, the performance and workmanship of which should make it a formidable competitor in the world's market for light aircraft. A number of well known pilots who dropped in at Cootamundra while the machine was being built, were unanimous in their opinion that they had never seen better workmanship in any plane, and all expressed the belief that if the performance proved as good as its construction, Australian aircraft manufacturing would be one up on many of the leading oversea firms. Aviation enthusiasts who gathered at Cootamundra to witness the first test flights had their expectations more than realised when after a short taxying test the designer gave her the gun, and in 7.6 seconds the "plane" was well and truly in the air. The take off in still air in such a short time by a sturdily built "plane" powered by a Cirrus Minor on an aerodrome 1100 feet above sea level, had the local hangar flyers and slide rule merchants nonplussed. If the Butler monoplane goes into production, the most truthful salesman will be able to inform clients :

"This is a two-seater side by side, high-winged monoplane, powered with a 90 H.P. Cirrus Minor engine, giving at least 25 miles to the gallon, and a cruising speed of 100 miles an hour. Range about 650, fitted with wheel brakes, landing flaps and tail trimming devices. Cigar lighters and ladies compacts will be extra."

'The Referee' congratulates Arthur Butler on being about the most capable all-round aviation enthusiast Australia has produced, having proved his ability as a record breaking pilot, engineer, aircraftsman, designer, builder and airline operator.

Congratulations to :-
Ross Hardy- on passing his 'A' licence test and becoming a fully fledged pilot.
R. Ritchie- on getting his advanced 'A' licence and being able to carry passengers.
L. Bastic- on passing the advanced 'A' test. As the first 25 hours are the hardest, it wont be long before the commercial licence comes to light.
R. Brown- of Melbourne, who came to Sydney to get acquainted with the twin engined Monospar - and returned with the necessary endorsement on his ticket.
Jack Bonnington- chief instructor of Kingsford Smith Air Service, on putting these 'boys' through.

The New South Wales Aero Club recently purchased a new D.H. Tiger Moth as a very useful addition to their extensive fleet. This machine - a two place biplane - powered with a Gypsy Major motor, and registered VH - UYJ, was successfully tested by chief instructor Bob Smith on Saturday. Despite bad weather on Sunday, the popularity of the new plane was demonstrated by the constant demand from club members.

Nancy Bird, Australia's youngest commercial aviatrix, is firmly settled at Cunnamulla (Q). With her own hangar just completed, she's now ready for plenty of hard work. Nancy recently spent 18 months in Bourke, flying her Leopard Moth in conjunction with the Far West Childrens' Health Scheme. She is known throughout the West for her smile and expert handling of her little plane. She hopes to link up with the aerial medical service, being particularly well fitted and experienced in this type of flying.

As you can see from the above John Kingsford-Smth was a master of the aviation 'snippet'. Members are asked to get involved in this section of the newsletter by contributing odds and ends of information that might come their way from time to time. The following Œsnippets' serve as an example only. The general rule is that the fragment of information is likely to be of interst to fellow members, and of course, not libellous!

Bill Bryson, an American author, has been in Australia recently in connection with the launch of his most recent book, "BILL BRYSON DOWN UNDER". Because of the Sydney Olympics, and the resulting international focus on Australia, this book is likely to be widely read. It was therefore gratifying to find early in the book that the author's hero was our very own Charles Kingsford-Smith. Later on there are several pages devoted to the achievements of 'Smithy'. Bill Bryson writes that:- "Kingsford-Smith was not only the greatest Australian aviator of his age, but possibly the greatest aviator ever." However, he concludes the section on 'Smithy' with a lament. "In 1998, the American writer Scott Berg produced a 600-page doorstop biography of Charles Lindbergh, which naturally ranged over the whole story of aviation's early days. Of Charles Kingsford-Smith it contained not a mention".

Another American who had a high regard for 'Smithy' was Allan Hancock, the multi millionaire who sponsored the Pacific flight of the 'Southern Cross'. Of all the biographies of 'Smithy' the most information, about how contact between the Australian flyers and Hancock was made, is contained in Ian Mackersey's 'SMITHY'. This biography also describes the subsequent visits by 'Smithy' to Hancock in Los Angeles where their friendship further developed. When interviewed for an article in 'Popular Aviation, June 1940', Hancock stated that his flight with 'Smithy', in the 'Southern Cross' in March 1928, convinced him that he ought to learn to fly. And so, in his 54th year Allan Hancock commenced flying lessons. By May 1929 he had established the Hancock Foundation College of Aeronautics, situated on his newly constructed Santa Maria Airport, which he opened for public use. As well as pilots, the college trained mechanics, draftsmen , designers and engineers.

At the time of the 'Popular Aviation' interview, at age 64, Allan Hancock held a transport pilot's licence with 2000 hours in his log book. He had just flown himself from Los Angeles to Dayton, Ohio, and return in his Lockheed 14, to conclude arrangements with the Army Air Corps to train military cadets. In the thirties his college had trained many pilots for American airlines. It was now about to help put the Army Air Corps on a war footing. The chance meeting that was so beneficial for 'Smithy' and Ulm, not to mention Australia's aviation heritage, also changed the direction of Allan Hancock's life. Ultimately that life extended to 90 years. There are a couple of Hancock biographies out there somewhere. It would be interesting to know if the authors acknowledge 'Smithy's' role in the transition of Allan Hancock from master of the sea to master of the air.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

WRITTEN IN A COUNTRY CHURCHYARD

This snippet starts, and ends, in a country churchyard. Three years ago I made a pilgrimage to St. Andrew's Parish Church and the nearby cemetery at Leighterton, a small village in the Cotswold Hills of Gloucestershire. This is one of those places with a permanent call on Australians who remember the past sacrifices of fellow Australians while serving their country in times of war. At this cemetery twenty four members of the Australian Flying Corps lie buried. Six more members of the AFC rest in nearby churchyards. Almost all were victims of flying accidents during the period AFC training squadrons occupied airfields at Leighterton and nearby Minchinhampton, from March 1918 until May 1919.

The late Dick Allen told of his direct connection with the area during his talk to us, in October 1990, on the occasion of the 8th Arthur Butler Lecture. At the age of ten, in 1912, his parents took him to school in England, where most Australian born Allens were educated. For some months he lived at Datchet, near Windsor, with the family of his first cousin, "Gubby" Allen , who later captained the English cricket team in Australia. And there was an introduction to flying at Hendon through"Gubby's" godfather, Oswald Watt. Oswald Watt had obtained a pilot's licence while on duty in England during 1911, and so became the first Australian serviceman to be trained as a pilot. "Gubby" and Dick Allen became mad about model planes and they were assisted in their hobby by a young man who lived a couple of miles away at Windsor. His name was Sydney Camm!

By 1918 Dick Allen was at Eton, where..... "one of my best friends, in the same house as me, was a boy whose parents lived at a place called Tetbury in Gloucestershire, where they were good enough to ask me to stay for some of our holidays. It did not take long to discover that a few miles away, at places called Leighterton and Minchinhampton were stationed the training squadrons of the Australian Flying Corps under the command of none other than Oswald Watt. We soon got permission to visit these airfields. We used to ride our push bikes almost daily to watch the flying and cadge a few rides in the old Avro 504's."

Between the time Dick Allen arrived in England and his discovery of the Gloucestershire airfields, Oswald Watt had gained an outstanding reputation in the air war over France. He flew initially with the the French and later took charge of 68 Squadron RFC, soon to be renamed 2 Squadron AFC. When the historian Charles Bean visited the Squadron at the end of 1917 he remarked in his diary, " They are winning themselves a magnificent name, this first Australian fighting Squadron.....It is Watt who has worked them up to this remarkably high level of conduct and general tone - as Australian boys can always be worked. " The success of Oswald Watt's command played no small part in the decision to form the 1st Wing AFC Training Squadron with headquarters located in Tetbury, a town located between Leighterton and Minchinhampton. It was no surprise to find that Oswald Watt was promoted to take charge of the Wing, at that time the largest command ever held by an Australian wartime aviator.

The Leighterton cemetery stands at the boundary of the old airfield which soon returned to farmland after the departure of the Australians. Despite Oswald Watt's obsession with safety,too many lives were lost in flying accidents during their relatively short stay; seven during the month of August 1918 alone. The first memorial service, for the airmen who would not be returning home, was held at the cemetery on 17th November 1918. A full parade of 5, 6, 7& 8 AFC Training Squadrons attended

under the command of Oswald Watt. Since then the Royal British Legion have organised a memorial service each year on the Sunday closest to Anzac Day. The citizens of Leighterton tend the graves throughout the year with special care coming up to that one special day of the year. The 75th anniversary of the departure of the Australians for home was marked, on 24th April 1994, by the unveiling of an AFC Memorial at the cemetery, by HRH The Prince of Wales, with about 500 people in attendance. But if you visit the cemetery on a week day, as I did, you will probably find yourself alone with your thoughts in this most beautiful part of the Cotswolds.

About 6 km northwest from Minchinhampton lies the village of Randwick. It is no coincidence that the Sydney suburb of Randwick has the only English country style churchyard in the Eastern Suburbs and a church, St Jude's, that is reminiscent of St John's Parish Church at Randwick, Gloucestershire. For this we can thank Simeon Pearce, who came to Sydney in the first half of the19thCentury, named the land he purchased near Coogee, "Randwick", after his native Gloucestershire village, was then Randwick's first Mayor and later, prime mover in the construction of St Jude's. It is thought that Simeon obtained measured drawings of the Gloucestershire church at which he worshipped as a boy. Randwick soon became one of Sydney's most fashionable addresses.

In the light of subsequent events it was perhaps prophetic that the Watt family vault was located in St Jude's churchyard, which is really a transposed part of Gloucestershire . Amongst the inscriptions on the vault, the death of Oswald's mother, in April 1879 at the age of 37, is recorded. Oswald would then have been fourteen months old at the time. When he himself died, in a drowning accident at Bilgola Beach on 21st May 1921, he was only 43. His funeral was held in the late afternoon of 23rd May, the coffin borne to the churchyard on a gun carriage and then carried to the vault by pall- bearers, all officers who had served with him in France and Gloucestershire. It was one of the largest and most representative funerals in the history of Randwick. However, after the funeral, Oswald's will was read for the first time and it contained a request that his body be cremated. Accordingly his body was removed from St Jude's and taken to Adelaide for cremation. The ashes were then returned to Sydney. And so, at 8.30 in the evening of !st June, in the presence of a small number of family and friends, a casket containing the ashes of Oswald Watt was placed in the vault at St Judes. It was wrapped in the Australian flag and with it were placed a Flying Corps Pennant together with his pilot's helmet and goggles. Oswald Watt was at last at rest.

After the Leighterton pilgrimage I had planned a visit to St Jude's, but did not do so until 6th May this year. Quite by chance this happened to be the 81st anniversary of the departure of the members of theTraining Squadrons from Gloucestershire for Southhampton, and the "Kaisar - I - Hind", for the voyage home. They embarked with members of 2, 3 & 4 Squadrons AFC, all under the command of Oswald Watt, who was at that time the most senior AFC officer in Europe. In contrast with the Leighterton memorials, the Watt family vault has now a neglected appearance. I had some difficulty reading the inscription for Oswald which has substantially faded. But Oswald always had a penchant for self effacement and maybe this is how he would want it to be. On 1st May 1919, he sent a final letter to the 'Inhabitants of the town and neighbourhood of Tetbury':

"On the occasion of our departure from your midst, permit me to express on behalf of all the members of the Australian Flying Corps who have been working for the past fourteen months in Gloucestershire, our most sincere thanks for your never failing hospitality and courtesy. I feel sure that the opportunities we have all had of obtaining a glimpse of that home life, on the memory of which the most distant settlements in the Empire have been so securely based, cannot but help to draw yet closer those silken threads which bind us to the Homeland. On behalf of every one of us, I thank you."

Simeon Pearce would have applauded the sentiment most heartily.

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LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

FIRST FLIGHT

Just as the Sydney 2000 Olympics got underway on 13th September, so did the "Welcoming Wilbur" celebrations at Kitty Hawk, North Carolina. On this day in 1900, Wilbur Wright arrived at the isolated location on a narrow barrier beach between the Atlantic Ocean and Albermarle Sound. Orville joined his brother on the 28th and they erected their camp on 4th October. They had come for the steady, onshore winds to fly their glider. There they remained until 23rd October. The celebrations commemorating these events have been organised by the First Flight Society with assistance from the First Flight Centennial Foundation and cooperation from the Outer Banks Visitors Bureau. The First Flight Centennial Foundation was formed in North Carolina to commemorate the centenary of the Wright brothers' first flight. Its principal objective is to ensure an outstanding celebration of the centenary through special events and observances. It is working in concert with the National Park Service to renovate the Wright Brothers' National Memorial and to obtain needed capital improvements at the site of the first flight. The Foundation has also worked to secure passage of Federal Legislation for a commemorative coin programme.

Here in Australia the initiative has been taken by Cyril Wetherall, President of The Royal Aeronautical Society-Australian Division (Inc.). When he opened the Divisional Council meeting in August this year he said, "In Australia the Society is the principal aerospace professional body and must therefore be seen as leading the celebration of this century of flight. To fail in this endeavour would be an anathema to the Division's aspirations in Australia and the region. This endeavour must be national, and will encompass all the Branches, and call on a large number of members to contribute.....It will require time, effort and significant funding. To be ready in 2003 the Division must begin developing plans today and be prepared to call on members and coorporations to contribute.....A series of planned events need to be timed to occur across the nation over the year, culminating in a 'grand finish' in December 2003".

The September meeting of AHSA-NSW Branch was held at the Australian Aviation Museum at Bankstown. There is no doubt that the next three years will see increasing national and international focus on the history of aviation, more particularly the last decade of the 19th and the first decade of the 20th century . I suspect that the Museum historian, Eric Waite, will have a wonderful opportunity to promote his hero, Lawrence Hargrave. It was also good to see Eric going into bat for Sydney's claim of being the site of Australia's first powered flight. After all we did have Wright brothers technology on our side, a trained pilot, and the substantial promotional resources of J. & N. Tait. This is what Eric wrote in the First Quarter 2000 issue of the Museum's journal, *The Flyer*. "December was also the month of Australia's first true 'powered' heavier than air flight by Colin Defries in Sydney in 1909. If his attempt to fly on the day before the Taylors had succeeded, aviation history would have perhaps concentrated more on his achievement and not dismissed his flights as inconsequential hops".

Another reason for Colin Defries' poor press was described by David Craddock in his book, *Feeling The Air*. George Augustine Taylor commented at the time that, "a number of aerial experimenters considered that it would be a slur upon Australian initiative if the Wright aeroplane should be the first to fly in Australia". Later, a local journal, of which George was the editor, claimed that the Wright machine did not actually fly during its stay in Sydney. George was nothing if not a Patriot and his involvement

with the Aerial League of Australia made certain that any first flight claim emanating from the J. & N. Tait exravaganza would not be countenanced. It was perhaps ironic that the Aerial League of Australia bestowed the honour of first flight on the American escapologist, Harry Houdini, who flew convincingly at Diggers' Rest near Melbourne. But after all, the Aerial League had influenced Houdini to acquire the Voison biplane in which he flew; no doubt because of its genesis in the work of Lawrence Hargrave. A note concerning the date, 16 March 1910, inscribed on the trophy awarded to Houdini by the Aerial Leaque, which was two days before the successful flight, is provided by the Sunbury and District Heritage Society. " It could be that the Aerial League of Australia had a vested interest in Houdini obtaining the trophy, and was perturbed that the day before Houdini actually flew, on the 18th, Fred Custance flew for 5 minutes and 25 seconds near Adelaide, in South Australia". At least there was never a one horse race at Victoria Park Racecourse!

For the time being we should accept David Craddock's verdict on the matter , summarised in *Feeling The Air* as follows.

"It may be reasonable to apply the definition adopted by the Royal Aero Club, for acknowledging these flights. 'Free flight in an aeroplane occurs when the machine, having left the ground, is maintained in the air by its own power on a level or upward path for a distance beyond that over which gravity and air resistance would sustain it'. The simple definition, however, made no allowance for demonstrating lateral control. If an additional demonstration of ability to return to the point of take off, was required, Houdini's flight would have been first to so qualify. Otherwise, Defries' uncertain hops in December, 1909 should be accepted as the first powered flights in Australia".

David Craddock's research suggests that Colin Defries flew, in his Wright biplane *The Stella* , a distance of about 100 yards at a height of twelve to fifteen feet on 9th December, 1909. At least this was over twice the distance of Orville's first flight, which also did not return to the point of take off.

Is it because of the cringe factor engendered by George Augustine Taylor that Sydney has no memorial relating to the flight of *The Stella* ? George Augustine Taylor has his memorial at Narrabeen and another, honouring his transmission of the first military wireless signal at Heathcote; but there is nothing to commemorate Colin Defries. There are the very informative monuments at Diggers' Rest to support the first flight claims of the Victorians. There is the mosaic plaque and plinth at Salisbury near Adelaide commemorating a "hop' by Bill Wittber, and a 'flight' by Fred Custance to legitimize the claims of their supporters.

Colin Defries used Victoria Park Racecourse as his flying field. Victoria Park Racecourse was one five racecourses, confiscated under the Sydney Turf Club Act (1943), together with racecourses at Rosebery, Kensington, Moorefield and of course Ascot, another aviation heritage site. Victoria Park languished for a few years until it was snapped up by Lord Nuffield in 1948 as the location for the BMC automobile assembly and manufacturing plant. Production commenced in 1950 and continued for twenty five years. The property subsequently came under control of the Commonwealth, and more recently is undergoing residential development by Landcom.

A pre development heritage assessment of the site was commissioned by Landcom which recognises the use of the racecourse by early aviators. Already, the Institution of Engineers, Australia has arranged for the placement of a plaque at the site to commemorate the 50th Anniversary of the opening of the BMC plant, to be located in front of the old racecourse Tote building, which still survives. Landcom will also provide information, placed in the vicinity of the Tote building, about the past history of the site, including its aviation heritage. Perhaps Colin Defries didn't deserve gold, or even silver, but maybe at last he will be given bronze! ---**John Scott**

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

THE OLYMPIC CONNECTION

Sydney enjoyed a most successful Arts Festival, which ran in tandem with the Olympic Games. Arts Festival exhibitions at the Powerhouse Museum included *1000 Years of the Olympic Games: Treasures of Ancient Greece* and *Leonardo da Vinci: The Codex Leicester.* If you haven't seen them yet, be quick. *Leonardo* departs on November 5 and *Ancient Greece* lingers until November 15. For anyone interested in the history of aeronautical engineering, just to be in the presence of some of the pages of Leonardo's notebooks is an opportunity not to be missed. These notes are about five centuries old and are on loan from Bill and Melinda Gates. They include his ideas concerning the helicopter, astronomy and hydrodynamics. In fact Leonardo was the first to express practical engineering concepts of flight. He wrote about man-powered flight; "The man in a flying machine has to be free from the waist upward in order to be able to balance himself as he does in a boat, so that his centre of gravity and that of his machine may oscillate and change where necessity requires through a change in the centre of its resistance". But don't expect to read the notes straight off the page. They are written in Leonardo's signature mirror writing, and are in Italian! However, there is a CD-ROM translation available. Leonardo was a product of the Renaissance in Italy which owed much to the Ancient Greeks. Observation of birds nutured Leonardo's dream of man-powered flight,which the Ancient Greeks also expressed in the myth of Daedalus and Icarus.

These two exhibitions brought together ancient artefacts and the latest interpretive technology. It struck me that, when planning for the Modern Olympics was underway late in the 19th Century, aeronautical engineering had not advanced much beyond the work of Leonardo. And while we are still in the grip of Olympics euphoria, it might be interesting to note how the Games and aviation have passed various milestones and interacted along the way.

For the French, October 9th 1890 is celebrated as the date of the first powered flight by Clement Ader's steam driven aircraft, the *Eole.* By 1892, the French Ministry of war was so impressed with his work that it signed a contract with Ader to build a bomb carrying version. At the same time , with pacifism at heart, another Frenchman, Baron Pierre de Courbertin proposed the idea of the Modern Olympic Games. The International Olympic Committee was set up in 1894 when Lawrence Hargrave was doing his pioneering work with man lifting box kites. In 1896, the year Sam Langley was having some success with powered models in the USA , and Otto Lilienthal died in a glider crash in Germany, our very own Edwin Flack was winning Gold! Gold! for Australia,at the first Modern Olympic Games in Athens.

During the formative years of the Olympics, land and water based sports involving man and machine, and even man and beast, gained a foothold. Cycling, rowing, equestrian and yachting events have become permanent fixtures. Motor boating was on the programme at London in 1908. After Tom Thornycroft of Great Britain won both classes, the sport was dropped from the Games. Sports aviation has never been accepted, or promoted as far as I know, for Olympic competition. Certainly 1908 was a very notable year for aviation in Europe and the USA. However, contracts for aircraft manufacture were then being sought more for potential military use than for sport. Still, in later years, gliding or man-powered flight might have provided some exciting competition. I'm sure the Ancient Greeks would have approved.

World War I was a setback for the Olympic movement. The 1916 Games were planned for Berlin but were cancelled. Those convinced of the usefulness of aircraft in war were vindicated, and aeronautics made great progress. The opposing nations of Europe suffered terribly , none more than Belgium. And so it seemed just to award the 1920 Games to Antwerp . Germany, Austria, Bulgaria, Hungary and Turkey were asked not to attend. The Olympic flag of five interlaced rings was flown for the first time, as was the uttering of the athletes' oath. The role of aviation as a transport provider also started its expansion world wide. In Australia sixteen air transport companies were registered in 1920. One of those was Qantas.

The milestones roll by. In 1924 the Games were held in Paris. The Australian members of the 1924 Olympic team were the first to use air transport. The team manager, Ossie Merrett, chartered a DH34 to fly his charges across to England after the Games. It is reported that the whole flight was conducted at an altitude of 500ft! The DH34 was designed for 8 passengers although there appear to be more who made the flight. The 1928 Olympics were staged between May 17 and August 12 in Amsterdam when Smithy and crew were doing marvellous things in a Dutch aeroplane. July and August 1932 were the months of the Los Angeles Olympics and the U.S. west coast gestation of the first 'modern' airliners, the Boeing 247and the Douglas DC-1. The 1936 Olympics in Berlin were something else! The Germans chose the occasion to reveal the Messerschmitt Bf 109 to the public for the first time. Not entirely a sporting gesture but the point was not missed by the visiting international community. The 1940 games were planned for Tokyo, and then Helsinki, but all arrangements were cancelled due to war. By the time of the 1956 Olympics in Melbourne, more people were travelling to Australia by air than by sea. By Rome 1960, think Boeing 707 and by Munich 1972, think Boeing 747. Without these, and similar passenger jet aircraft, the athletes of the world could not possibly have maintained the schedule of international competition that has raised Olympic sport to its current standards. The Olympic Games as now conducted relies heavily on efficient and safe air transport. And where would TV coverage be without helicopters,airships and a bit of dump and burn by an FIII?

There are two more Olympic connections to make before I conclude. *Loops and Landings* was originally a column written by John Kingsford-Smith in the sporting paper, the *Referee.* The first connection, therefore, is with Richard Coombes, appointed as Australasia's representative to the IOC in 1905. Coombes was also a contributor to, and sometime editor of, the *Referee.* The second is a little more obscure. It concerns the Belgian aristocrat, Count Henri de Baillet-Latour, who took over from de Coubertin in 1925 to become the second president of the IOC, and his connection with an Australian pioneering transport pilot, Ken Garden.

Ken Garden was from Coogee and trained for his pilot's licence at Mascot. By 1935, at the age of 20, he held both commercial and instructor licences and was the youngest instructor in Australia. He joined the Ward Williams gold mining expedition to New Guinea in 1936 as pilot, and later became chief pilot with Guinea Airways. In 1939 he resigned in order to join Imperial Airways, and arrived in England just before World War II. He was co-opted to the Air Communications branch of the Air Ministry and then to RAF Ferry Command on trans-Atlantic flights. On September 2,1942 his aircraft crashed in mountainous terrain on the west coast of England. All on board were killed. Notable passengers who perished were Professor Mowat, Professor of history at Bristol University, Captain Picking, an American submarine expert and Monsieur de Baillet-Latour, the son of the IOC president. Count Henri de Baillet-Latour had endured criticism over the conduct of the 1936 Berlin Games, difficulties with the abandonment of the 1940 Games and his country being plunged once more into war. On hearing of his son's death, he died of a coronary. And so Ken Garden's crash claimed another victim, the then president of the IOC. ------ **John Scott.**

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

THE R. W. McKENZIE RESOURCE CENTRE

The late Nell McKenzie, who worked at the University of Sydney for thirteen years until she rertired in 1965, recently left her entire estate to the University to establish the R. W. McKenzie Resource Centre for teaching and research within the Department of Aeronautical Engineering. Earlier, in 1955, she endowed the R. W. McKenzie Prize in aircraft structures and solid mechanics to the Department in memory of her late husband. Thus for some time now , Robert William McKenzie, WWI fighter ace and commercial pilot, has been associated with Australia's first aeronautical engineer, whose name also embellishes the Department of Aeronautical Engineering at Sydney University, Lawrence Hargrave. From January 1st, 2001 the Department will be amalgamated into a new School of Aerospace Mechanical and Mechatronic Engineering. As the current Lawrence Hargrave Professor of Aeronautical Engineering, Grant Steven, is departing, the Resource Centre will be launched by a new Professor in the new millennium.

As Miss M. N. Palfreyman, Nell graduated from Sydney University with a Bachelor of Arts degree in 1925. She taught French at the Presbyterian Ladies College, Croydon from 1926 to 1937, and then at Kambala, Rose Bay from 1938 until 1942 when she enlisted in the WAAAF. It must have been a considerable adjustment from the classroom of a private girls' school to RAAF Eastern Command HQ at Point Piper,where she was stationed from April 1942. As Senior Narrative and Recording Officer in the Operations Room she was part of a team consisting of a Controller, Navigation Officer, Narrative and Recording Officer and N.C.O. whose duty it was, with other similar teams, to maintain a 24 hour watch and direct all operational flights. A few weeks into her service, on Sunday night May 31st, the reality of war struck home when the Japanese attacked Sydney Harbour using midget submarines. Nell continued on at RAAF Eastern Command HQ up to and following her marriage to Robert McKenzie early in 1944. Robert at that time was employed as a pilot with Australian National Airways Ltd. Flt / Officer M. N. McKenzie was transferred, on May 18th 1945, to serve in the Operations Room of Rear- Admiral R. H. Portal, Flag Officer, Naval Air Pacific, Royal Navy. Admiral Portal was responsible for supplying aircrews, aircraft and stores to the British Pacific Fleet. Some of the Mobile Naval Air Bases were located around Sydney; Nabbington at Nowra, Nabberley at Bankstown, Nabthorpe at Schofields and Nabswick at Jervis Bay. Nell McKenzie was demobilised in May 1946. At RAAF Eastern Area HQ she had, "demonstrated an alertness of mind, confidence, and sound judgement necessary to take the initiative and make decisions without panic in times of emergency". At Naval Air Pacific she was, "a capable and responsible Staff Officer whose work has been consistently good, and of great value to the organisation". Nell joined the staff of Sydney University in 1952, retiring thirteen years later as Assistant Registrar in charge of Examinations.

Australian Fighter Aces 1914-1953 , by A. D. Garrisson provides the following information. "Robert William McKenzie was born in Adelaide in June 1895. He worked as a chemist until joining No. 2 Field Ambulance, Army Medical Corps on 19 August 1914. He served in the Middle East and in France before transferring to the AFC in December 1916. After a pilot training course he joined No. 68 Sqn RFC (later No.2 Sqn AFC) in August 1917, flying DH 5s and on December 1st he scored his first victory by shooting down an Albatros scout. In early 1918, after the Sqn was re-numbered as No.2 Sqn AFC, it was re-equipped with SE 5As, and in February he claimed another victory. He was then credited with a further four, and on April 1st was awarded the Military Cross. On May 23rd he was

promoted to Captain and posted to the 8th Training Squadron. He embarked for return to Australia in March 1919 and his appointment was terminated on October 17th 1919". With other ex-members of the AFC he was engaged to fly Avro 504s in support of the Peace Loans launched by the Commonwealth immediately after the war. One such promotion was an Air Race from Serpentine in Victoria to the Melbourne Town Hall on August 27th, 1920. As a prelude to the race, "dare-devil" McKenzie gave an aerobatic display reported by the *Inglewood Advertiser*- "Every conceivable manoeuvre was executed with ease and grace, but by far the most thrilling was one which, flying at 5000ft, he disappeared from view behind heavy, dark clouds; presently a flash of silver was seen from above, and to everyone's astonishment, the plane emerged and fell nose down, down, down, until it appeared hardly possible that it was under control. Then it lazily righted itself, rolled over sideways a few times, and finally turned a back somersault before effecting an accurate landing. Hearty applause greeted the aviator, who, as a result of not donning his overcoat, was thoroughly chilled by his journey aloft". At this time Robert joined two others to form the Aeroflights Company, using two DH6s to provide air transport to the western district of Victoria. He received commercial pilot's licence No.9. However, the venture failed and his licence lapsed. It was renewed in 1930 to undertake testing, and an around Australia flight in a Blackburn Bluebird, with Ludwig Nudl during the period October 24th to December 6th 1931. By then the Great Depression was biting hard, and his commercial licence was again allowed to lapse. He registered *Mack's Automatic Alarm Pty Ltd,* a company selling his inventions for home and business security, and using his status as a WWI Fighter Ace to advertise. In the late thirties he came to prominence amongst the air minded youth of the country as the Australian Commanding Officer of the *HOWIE WING AVIATION CORPS.* Howie Wing was created by Wilfred G. Moore and appeared in an American radio serial from 1938 to 1939. Howie was a 21 year old "junior pilot" whose adventures were typical of aviation fiction of the time. Consumption of Kellog's Corn Flakes and Rice Bubbles was the key to membership of the *AVIATION CADET CORPS.* Following the commencement of WWII, Robert again renewed his licence and joined Australian National Airways Ltd. Now based in Sydney, he met and married Nell Palfreyman early in 1944.

On May 1st 1945 the Sydney Morning Herald reported; "Captain Robert William McKenzie, of Riddle's Lane, Pymble,who fell from a launch in the harbour at the week-end and drowned, was one of the oldest active civil pilots in the Commonwealth. He had a notable record as a member of the AFC in the last war, and for the last two years had been a pilot for Australian National Airways Ltd. Captain McKenzie was married last year to Flight Officer Nell Palfreyman WAAAF, who is stationed at RAAF Headquarters, Point Piper. The funeral will take place at the Northern Suburbs Crematorium this afternoon".

The depth of this personal tragedy for Nell Mckenzie can only be imagined. Perhaps it explains her quiet determination in later years,through her donations to the Australian War Memorial and her bequests to the University of Sydney, to ensure that her late husband's service to his country would never be forgotten. At the recent Open Day at RAAF Glenbrook I was reminded of Nell's own part in its early history which started with the formation of Eastern Area HQ, Point Piper , the month she took up duties there. Fifty years ago Eastern Area HQ transferred to the Lapstone Hill Hotel. Previously the hotel had been a haven for newly weds and couples intent on an 'amorous' week-end, the ultimate 'Honeymoon Hotel'! It would be nice to think that Nell and Robert spent some time there. The hotel is now probably the most gracious Officers' Mess of all the RAAF establishments. Its eastern balcony was also a perfect vantage point for me to watch the Roulettes perform. As I did so, I perceived just a hint of another exhuberant aerial display by a young airman in an Avro 504 at Serpentine over eighty years ago.---**John Scott.**