AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc.

AHSA (NSW) Inc
ABN: 83 295 759 224
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch
July 2001 No.343

July Meeting

Wednesday 4 July 2001, 7.45pm at the Powerhouse Museum. Enter from the Macarthur Street end and the meeting room is in the new area near the entrance. Visitors are most welcome and need not be accompanied by a member.

Our meeting will be a Members' Night, with a focus on some important aviation events that occurred 75 years ago.

On 30 June 1926, Alan Cobham and mechanic A.B. Elliot departed the River Medway, in England in a D.H.50J floatplane bound for Australia. When flying at low level between Baghdad and Basra, an Arab took a shot at the aircraft and the bullet struck Elliot. Cobham landed at Basra and Elliot was admitted to hospital, where he died shortly after. A relief mechanic, Sgt. R.W. Ward, replaced Elliot and the aircraft flew on to Darwin, arriving on 5 August 1926. The floats were replaced with wheels for the flight across Australia, via central Queensland, Sydney, Point Cook, Adelaide, Alice Springs and back to Darwin before being refitted for the flight back to England. The aircraft arrived in London on 1 October 1926, thus being the first aircraft, and Cobham the first pilot, to successfully complete the England – Australia round trip. Cobham was subsequently knighted for this feat.

On 6 April 1926, Major Hereward de Havilland arrived at Fremantle to inspect facilities in Australia with the intention of establishing a factory for the manufacture of de Havilland aircraft in Australia. The initial factory was established in Melbourne in 1927, but in 1929 the Major decided to relocate the factory to Sydney because of the better prospect for expansion. This was a most significant start for an organization that has since changed names and owners over the years, but the de Havilland name will remain under its new owners of Boeing Australia. Since 1926 many de Havilland aircraft have been manufactured in Australia, for wartime and peacetime purposes, under original design and under licence. In recent times, component manufacture for the major aircraft makers, Boeing and Airbus, has been a prime role for Hawker de Havilland.

Members are invited to bring along memorabilia, books, photographs, slides or videos that might reflect on these two significant events. Buy, sell and swap will of course also be available, and supper will be served after the meeting.

Committee Meeting

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

June Meeting

Guest speaker was Captain Jack Curtis, veteran pilot and raconteur. Jack said that his only claim to fame in the aviation industry is his longevity. He's been flying for 57 years, with only one short break away from it. He's had three careers: with the RAAF, TAA and general aviation.

Jack joined the RAAF in November 1942, and commenced training at10 EFTS, Temora. He went on to fly Kittyhawks, Mustangs and Spitfires. He was subsequently shipped to the UK and arrived in Scotland in 1944. In training roles, he flew the Miles Magister Mk1, with the Kestrel engine and the later model Mk2 with the Mercury engine. At the OTU he flew Harvards and again the P40. He was posted to the Middle East and North African theatre of war, but the fighting was just about all over, and he subsequently joined 450 Squadron.

Following World War II, Jack joined the fledgling TAA where he flew the DC4, DC6B, Viscount, L188 Electra, Douglas DC9 and Boeing 727. He also flew for TAA in Papua New Guinea where he flew DC3s and the elegant Bristol 170, and during his tenure there, held a JATO endorsement. Jack served for 35 years with TAA before his "retirement" and moving on to general aviation.

Jack has spent over 14 years in general aviation with much of that time flying DC3s for such operators as Rebel Air, Air North, Dick Lang's Air Safaris and Dakota National Air, where he is still the Check and Training Captain.

Jack went on to recall numerous anecdotes about his most illustrious flying career, providing a most entertaining and interesting night for the large audience.

On the Internet

SC's Airliner List (*http://members.ams.chello.nl/s.c.verbrugge/*) features full production lists and histories of most major airliners. On the same theme, Bill Harm's Production List (*www.bird.ch/bharms/*) also provides very detailed and recent production lists on a variety of jet airliners.

Fotoimages (*www.fotoimages.com/aircraft*) is another interesting site with hundreds of photographs of a wide variety of aircraft.

Pylon racing is sometimes known as the world's fastest motor sport. It has a comprehensive site Pylon 1 Air Racing *(www.pylon1.com/)* that features articles, videos, news and an extensive photo gallery.

There is an endless supply of sites on the US military, but one particularly interesting site is Globemaster US Military Aviation (*www.globemaster.de/*) that features much information on air bases, units, tail codes and many photographs.

For lots of information on the New Zealand aviation scene, take a look at the Civil Aviation Authority of New Zealand site (*www.caa.govt.nz/*). It contains Rules, Regulations, airlines, other civil operators, airspace and the civil aircraft register.

The Tiger Moth International Birthday Bash is being held at Caloundra in September (see Calendar of Events), but more information can be found on the Queensland Vintage Aeroplane Group site *(www.qvag.org.au)*.

Don't forget the Warbirds Over Scone event on 29 and 30 September. More details on (*www.sconewarbirds.org*).

For the Bookshelf

Bushies – A History of Bush Pilots Airways and Air Queensland – by Ron Entsch. Is available through Walker's Bookshop in Cairns. Details are available on Walker's website at *(www.walkersbookshop.com.au)*, phone (07) 4031 1433; fax (07) 4031 1488, via which purchases can be made. RRP $32.95 plus P&P.

AUSSIE MOTHS DH60 Moths in Australia – by Bruce Winley. Bruce still has copies of this excellent book available for $20 plus $7 P&P. Contact Bruce at 217/37 Mulgoa Road, Penrith NSW 2750, phone (02) 4721 0676.

Calendar of Events

26 August 2001 Narrabri Airshow
28 August – 2 September 2001 DH-82 Tiger Moth International 70th Birthday Bash, Caboolture Qld
31 August – 2 September 2001 Festival of Flight, Caboolture Aerodrome Queensland
8/9 September 2001 Caboolture Air Spectacular, Caboolture Aerodrome Queensland
29 – 30 September 2001 RAAF 80th Anniversary Air Show Amberley Queensland – also featuring the USAF Thunderbirds
29 – 30 September 2001 Warbirds over Scone. Saturday 29th practice day and muster; Sunday 30th air show.
14 October 2001 Nowra Air Show
21 October 2001 Australian Aerial Patrol Open Day, Albion Park Aerodrome NSW.
4 November 2001 Camden Air Show

News from the Moth House North Queensland.

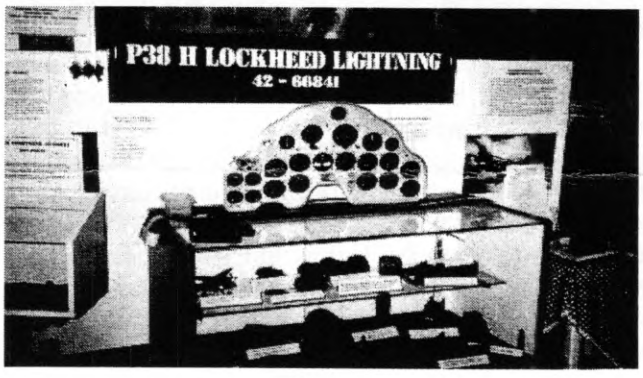
A nice feeling to have, knowing that after spotting something looking somehow familiar, lying in a pile of dumped aluminium, has now taken pride of place, being exhibited, in pristine condition, as part of a P 38 Lightning currently in the process of being restored at the Classic Jet Fighter Museum, Parafield.

The 'spotter' being our "Tiger" owner /chief pilot, Justin Meadows who happened upon a heap of what appeared to be scrap 'ally' whilst on a visit to Port Moresby, but after close examination recognised it to be a twin engine a/c instrument panel.

Realising it's potential he 'rescued' the outcast and applied some TLC, then after some time in research, proof of it's P 38 heritage found he contacted the restoration team offering it to them, they were of course delighted and it is now included in the restoration.

Although obviously not a jet, it is never the less a classic aeroplane with a well documented history in many theatres of war.

Exciting times ahead no doubt, on the completion of this project, more news, hopefuly in the near future, of another exciting addition to our Nth Qld Warbirds with the T 6 Harvard, now close to making it's debut at the Mareeba Warbirds Hangar.



More news of this later,
from your Nth Qld correspondent, Roy Fordham.

Supplement to *Southern Skies*
July 2001 No 343

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

P.D. - Part 2

When Parer and McIntosh left Mascot on Friday August 27, 1920, they were making for Melbourne where a reception at Flemington Racecourse was planned for the following Tuesday. In the meantime Ray had been contacted by his old school with a request to stop-over in Bathurst for a welcome from the students. After a late morning departure, and the usual forced landing, this time at Richmond, *P.D.* arrived at Bathurst to an enthusiastic reception. Formalities commenced at the Town Hall, culminating that evening in the St Stanislaus College dining hall, where festivities continued late into the night.

The following morning the aviators slept in. It was almost mid-day when McIntosh joined Parer, who was already at the landing ground. McIntosh swung the prop, clambered into the rear cockpit and they were off, their next landing to be at Cootamundra. Not realising it, Bathurstians had witnessed *P. D.'s* last normal landing, and now they watched as it took off for the last time. *P.D.* overflew Cootamundra and was on course for Albury when, in the vicinity of Culcairn one magneto failed, followed by the second. A forced landing was made in failing light near Gerogery. There, the redoubtable *P.D.* ended its flying life on its back, once more sparing its crew injury. How Parer, McIntosh and *P.D.* were later reunited in Melbourne for the planned reception is a story in itself.

After the final reception it was time for the partnership to split. Although *P.D.* had been registered in Parer's name, Peter Dawson was recognised as the owner. He told the airmen that *P.D.* was theirs to deal with as they wished. After some prevarication, it was agreed that Parer would sell his share in *P.D.* to McIntosh for £500. On October 25, McIntosh offered *P.D.* to the Commonwealth for £1500. The Australian War Museum, which was then organising its exhibits for a planned opening in Melbourne, on Anzac Day, 1922, had expressed an interest in the aircraft. However, the price was considered too high and McIntosh retained ownership of *P.D.*

McIntosh and *P.D.* were now a much diminished partnership. The former could not fly and the latter could not be flown. But McIntosh was not about to relinquish his hard won fame. First he planned to return to Perth using a motorcycle and sidecar, surveying possible landing grounds on the way. Then he would return to Melbourne by steamer and repeat the trip by air, possibly using a refurbished *P.D.* He left Melbourne on November 8 and arrived in Perth on December 14. On this day Frank Briggs, with C.J. de Garis and J. Howard, flying a DH4, left Perth for the east, having already made the first Melbourne-Perth flight. Not to be outdone, McIntosh announced that he had received a telegram asking him to undertake a flight around the world. With ambition dangerously outstripping ability, he decided he would attempt it. But first he would have to learn to fly, and for this he approached Norman Brearley who was at the time operating a flying school from the foreshores of the Swan River at Perth.

By January 22, 1921, McIntosh announced that he had purchased Brearley's aircraft and accessories. He then organised a barnstorming tour of the wheat belt towns north west of Perth. He sent his manager and mechanic ahead by car and later followed in an Avro 504 with a female companion. This was his first flight with a passenger.And yet he was about to take on paying passengers, two at a time in the rear cockpit, on joy-flights lasting about ten minutes a time.

On Easter Sunday the barnstormers were at Ballidu and, by 5pm, had moved on to Pithara. The first joy-flight there was successful. The second, with both male passengers apparently intoxicated, ended with the Avro spinning into scrub near the landing ground. McIntosh and one passenger died. The second passenger was seriously injured. A plaque erected at McIntosh Park,

Pithara, is a memorial of the accident, which occurred on March 28, 1921. It further records that this was the first fatal aircraft crash in W.A..... John Cowe McIntosh thus achieved another aviation first, sharing it with his passenger, Alfred Joy of Pithara.

At the subequent coronial enquiry, evidence was given of the boisterous behaviour of the two passengers who had been drinking, even of their interference with the pilot during the flight. In the end the enquiry decided that McIntosh and Joy died as a result of an accident. There were subsequent mumblings about McIntosh's qualifications as a pilot. The Civil Aviation Board, charged with the responsibility of licensing pilots, among other things, had only come into being at the end of 1920, too late to put a brake on McIntosh's headlong rush to disaster.The Commonwealth, ever vigilant of tax payers' funds, purchased *P.D.* from the liquidator of McIntosh's company, Aviation Ltd, for the sum of £250.

Meanwhile, the Parer connection with Bathurst was greatly enhanced in 1923, by the arrival at St Stanislaus College of Ray's young cousin Damien. Ray had kept in touch with the college and informed the headmaster of his intention to pay an aerial visit. In February,1927, with the boys assembled in the playground and Damien given the privilege of observing from the high central tower of the college, Ray carried out a couple of low passes, a thrilling sight for school boys in those days.

By the end of WWII the fame of Damien Parer, as an Acadamy Award winning cameraman, had eclipsed even that of his cousin. So when Bathurst planned celebrations for its sesquicentenary in 1965, commemoration of the achievements of the Parer cousins was in mind. This is why *P.D.* was brought to Bathurst from Canberra, thus re-igniting local interest. On March 27, 1965, the Prime Minister, Sir Robert Menzies, was at St Stanislaus to open the Father Slattery Memorial Science Building and to inspect the newly formed College Cadet Unit. During his speech he referred to *P.D.*, which he had seen earlier in King's Parade, and floated the idea of its retention at the college. The local federal member, Tony Luchhetti was immediately pressed into lobbying the P.M. back in Canberra. On January 11, 1966 he released a letter from the P.M., through Senator Gorton, which read in part, "The Board of Trustees of the AWM has conditionally approved that the De Havilland aircraft flown from England to Australia by Lts. Parer and McIntosh be retained at St Stanislaus College, Bathurst. However, the Board's final decision will be dependent upon satisfactory accommodation being provided to house the machine".

An appeal for funds to construct a suitable building to house *P.D.* was launched immediately. In the meantime *P.D.* had its wings removed and was stored in a shed in the college grounds. Shortly before his death, on July 5, 1967, Ray Parer wrote expressing his wish to attend the opening of the *Australian Airmen's Memorial*. Time dragged on and, because of the deteriorating condition of *P.D.*, it was returned to the AWM in 1970, where it was stored in a shed at Duntroon.The AWM was reluctant to allocate resources to restore *P.D.* until a timetable for the memorial building was provided. Despite the efforts of the *Australian Airmen's Building Fund*, the target of $50,000 proved elusive.

Finally , in 1976, the AWM arranged for *P.D.* to be restored by the Australian Society for Aero-Historical Preservation. One evening in 1986, with *P.D.* again looking very much as it did when it left Hounslow in 1920, an out of control car crashed through the side of the Duntroon shed and demolished its rear fuselage. The voluntary team commenced repairs immediately, and a resplendent *P.D.* was finally exhibited at the Richmond Bicentennial Air Show.

On Anzac Day 1999, the Bathurst City Council conceded that it was unlikely the conditions required by the AWM would be met. It is now proposed to use the funds collected for a memorial to Parer and McIntosh to be placed within an upgraded terminal planned for Bathurst Airport. With the *Southern Cross* at Brisbane Airport and the *Vimy* at Adelaide Airport, why not include *P.D.* in the memorial at Bathurst Airport? That is where it would really feel at home....**John Scott.**

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August 2001 No.344

August Meeting - Outside Visit

Wednesday 1 August 2001, 7.30pm at the Airservices Australia Air Traffic Services Centre, General Holmes Drive, Kyeemagh. This is the large building next to the old control tower, just near to the mouth of the Cook's River.

To access from the north, proceed via General Holmes Drive towards Brighton-Le-Sands. After going through the tunnel, take the first exit to the left (about 300 metres after the tunnel) then proceed straight ahead into the Airservices Australia compound – follow the signs for parking.

To access from the south, proceed along General Holmes Drive towards the city. After crossing the Cook's River Bridge, take the first exit to the left (about 100 metres after the bridge), then left again and follow the road back underneath the bridge, then past the brick buildings on your right, then turn right at the end into the Airservices Australia compound – follow directions for parking.

A map is enclosed for your guidance.

Guests are welcome and all visitors will be required to pass through security before entering the building.

The meeting will consist of an inspection of the Sydney Terminal Area Control Unit, which provides Air Traffic Control within 45nm of Sydney (Kingsford Smith) Airport. The Unit forms part of The Australian Advanced Air Traffic System (TAAATS), which was approved in 1992, commenced implementation in August 1998 and was completed in January 2000. The system features inputs from 19 radar sensors around Australia, which feed into the major Centres in Brisbane and Melbourne. Although the Sydney Unit is only responsible for the airspace immediately around Sydney, it processes the densest air traffic in Australia and comprises Approach, Departures, Director and Precision Runway Monitor functions.

July Meeting

The July meeting was a members' night, which commenced with the theme of being the 75th anniversary of the return flight between England and Australia by Alan Cobham, and the beginning of the venture that led to the manufacture of de Havilland aircraft in Australia. David Marshall displayed an impressive painting that depicted the shooting of Cobham's mechanic, Elliott, by hostile Arabs between Baghdad and Basra. Two videos, not related to the above, were also shown.

Balus – the story of the development of aviation in Papua New Guinea, which showed footage of the early days with Frank Hurley's photographic expedition with a Curtis Seagull, right through to the early 1990s. There were interesting clips of the Junkers W34s and G31s that operated into Wau, carrying every imaginable type of goods, including the massive dredges used for extracting the large amounts of gold from the rivers and creeks. Mission pilots, airline owners such as Bobby Gibbes and Dennis Buchanan were also featured, with an extensive focus on the operations of the latter's airline, Talair.

Since this video was made, the aviation industry in Papua New Guinea seems to have been on a downhill slide; Talair ceased operations in May 1993, Air Niugini has sold off one A310, 2 DHC7s and 1 DHC8; Airlines PNG (formerly Milne Bay Air and MBA) has considerably downsized; in 1999 there were 322 aircraft on the PNG civil aircraft register and just a few months ago it was down to 212 aircraft. The reasons for this include the expansion of the road network, which has reduced the dependence on air travel, the Kina has significantly depreciated against the US dollar and the cost of avgas has increased markedly.

The second video was the story of the remarkable aircraft – the Aerocar. This was the result of the concept so often forecast in *Popular Science* and *Popular Mechanics* magazines, where just about everyone would be flying from place to place in their own personal flying machine. The Aerocar, which was a nifty little vehicle designed by Moulton Taylor in 1948, had a Lycoming engine that drove a rear-mounted propeller for flight and the front wheels for travel on the ground. The wings and tail unit could be folded for towing, or detached. Ed Sweeney, a Florida based enthusiast, has bought the original aircraft and uses it extensively. A later model featured a more

conventional looking car body, albeit with wings and rear fuselage attachment, with separate engines for flight and ground travel. Five Aerocars are known to exist, 3 in museums, Ed Sweeney's and one other at Denver, Colorado. More information is available on the Internet at www.aone.com/~gford/aero/html.

On the Internet

2003 will be the 100th anniversary of the first powered flight by the Wright Brothers. The US Centennial of Flight Commission website (www.centennialofflight.gov) provides a calendar of events, sights and sounds, Wright Brothers and a history of aviation.

Many readers will have seen on television the solar powered wing launched by NASA in Hawaii recently. NASA's website (www.nasa.gov/nasa_homepage.html) provides a wealth of information about this and other events.

There are several sites relating to particular RAAF squadrons and one interesting site operated by Peter Dunn is 460 Squadron RAAF (http://home.st.net.au/~dunn/460sqdn.htm). It features much information about the squadron and its aircraft, particularly the Lancaster, "G" for George.

Bert Hinkler's exploits can be seen at the Hinkler Memorial Museum's website at (www.bundabergonthe.net/hinkler/). It includes information on Hinkler House, Hinkler's aircraft and his achievements.

There are a several sites on airline fleets. Two in particular that are worth looking at are: The Aerotransport Data Bank (http://aerotransport.free.fr/), which provides comprehensive lists of airlines, their histories, airports, airline aircraft, unusual airlines and photo gallery. World Airline Fleets (www.frank-wolfram.purespace.de/World/fleets.htm) is another comprehensive site, but seems a bit dated.

For the Bookshelf

Bushies – A History of Bush Pilots and Air Queensland – by Ron Entsch. Sydney residents can purchase copies through the Society at $32.95 including P&P. Contact Warwick Bigsworth (9872 2323 or wbigsworth@iprimus.com.au) for details. The book is generally available through the distributors, Walker's Bookshop in Cairns, phone (07) 4031 1433; fax (07) 4031 1488. Details are also available on Walker's website at (www.walkersbookshop.com.au), via which purchases can be made. RRP $32.95 plus P&P.

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The Forgotten Giant of Australian Aviation – by Peter Yule. ISBN 186 447 0178 The story of Australian National Airways. Published by Hyland and distributed by The Australian Book Group, Victoria. The book should be available very soon through Dymock's bookshops RRP $39.95.

Calendar of Events

18 – 19 August 2001 Temora Aviation Museum flying weekend (check for details at the website, www.aviationmuseum.com.au)

26 August 2001 Narrabri Airshow

28 August – 2 September 2001 DH-82 Tiger Moth International 70th Birthday Bash, Caboolture Qld

31 August – 2 September 2001 Festival of Flight, Caboolture Aerodrome Qld.

1 – 2 September 2001 Temora Aviation Museum flying weekend

5 September 2001 AHSA (NSW) monthly meeting Powerhouse Museum

8/9 September 2001 Caboolture Air Spectacular, Caboolture Aerodrome Qld.

29 – 30 September 2001 RAAF 80th Anniversary Air Show Amberley Qld. – also featuring the USAF Thunderbirds

29 – 30 September 2001 Warbirds over Scone. Saturday 29th practice day; Sunday 30th air show.

3 October 2001 AHSA (NSW) monthly meeting Powerhouse Museum

6 – 7 October 2001 Temora Aviation Museum flying weekend

14 October 2001 Nowra Air Show

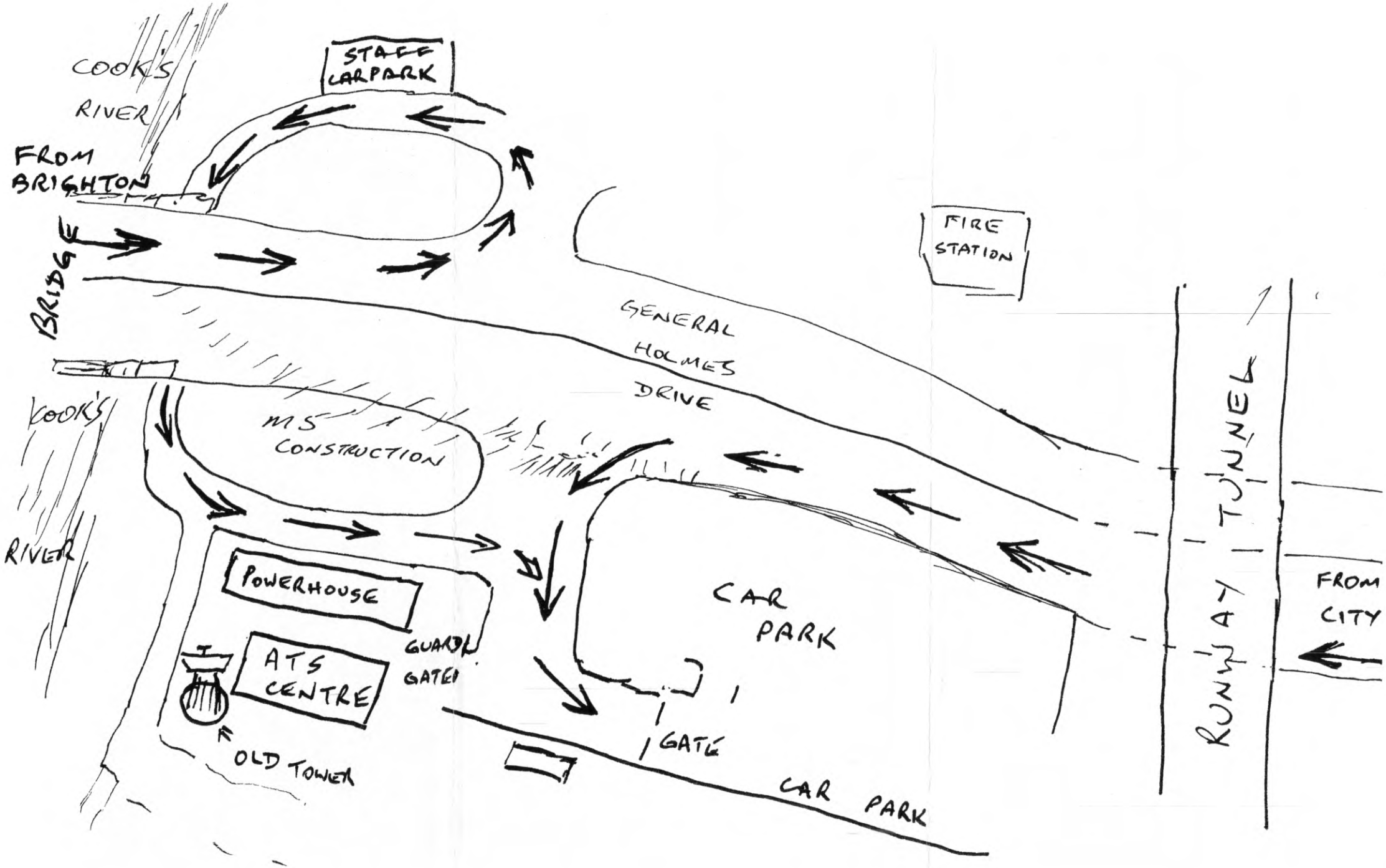
21 October 2001 Australian Aerial Patrol Open Day, Albion Park Aerodrome NSW.

November 2001 Official Opening Australian Aviation Museum, Bankstown

4 November 2001 Camden Air Show

7 November 2001 AHSA (NSW) Arthur Butler Memorial Lecture, Powerhouse Museum

10 – 11 November 2001 Temora Aviation Museum flying weekend


COOK'S RIVER
STAFF CARPARK
FROM BRIGHTON
BRIDGE
FIRE STATION
GENERAL HOLMES DRIVE
COOK'S
M5 CONSTRUCTION
RIVER
POWERHOUSE
CAR PARK
ATS CENTRE
GUARD GATE
GATE
OLD TOWER
CAR PARK
RUNWAY
TUNNEL
FROM CITY

Further Moth House Murmerings.

Following earlier news of the North Qld Warbird's T 6 Harvard restoration, I am happy to report it's completion and first flight, satisfactorily accepted by CASA !!, Hmm, this a significant achievment in itself, I rest my case.

Not wishing to dwell on CASA's performance, a dismal subject at best, I will be submitting, to our editor, record of a personal duel with them, in the event he should need a space filler for a future newsletter.

I shall leave it to his discretion as to whether it is worth an airing, suffice to say, I felt very gratified on the outcome, as to receive an apology from the " untouchables " is I feel, quite unique. (It might just wet your appetites.)

This item may be of more interest however, we here in Cairns have been fortunate to witness, at a distance, the rather unfamiliar lines of the joint consortium manufactured W I G effect craft, conducting sea trials around the coast outside the area of Trinity Inlet.

Unwilling to be accused of plagiarism, I would quote the Cairns Post, loosely, as stating " The vessel (Flightship) had been undergoing take off and landing test's throughout the morning, travelling at between) and 50 knots. It goes on to state that, whilst undergoing trials, the flightship, which cruises up to 2 meters above the water, rose into the air before landing heavily at a speed of more than 40 knots.

Following the incident Queensland Transport has cancelled registration of the hi-tech Flightship FS8 pending a full investigation into it's heavy landing in Trinity Inlet.

I attach, hopefully, a photo of the craft courtesy of Paul Phelan, well known Aviation correspondent, of whom I've come to know very well, being a resident here in Cairns he has been very generous in sharing his vast archive of picture's and knowledge of the aviation business.

Till the next time, this is your Northern correspondent signing off,
Roy Fordham.

Supplement to *Southern Skies*
August 2001 No 344

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Beyond Southern Skies (Part 1)

Beyond Southern Skies is the title of a book by Peter Robertson on radio astronomy and the Parkes Telescope. In the early chapters the author describes the secret radar research carried out by the CSIR's Radiophysics Laboratory at Sydney University during World War II, which was the genesis of Australia's pre-eminence in radio astronomy during the post war years.

The Radiophysics Laboratory was formed in late 1939 with the initial purpose of developing an Army shore defence radar. During 1939 David Martyn, a leading Australian physicist, spent five months touring British radar establishments and studying the progress made by Robert Watson Watt's radar group, then working from Bawdsey Manor in Suffolk, and in the final stages of completing a chain of early warning radar stations along the east coast of Britain. He returned with a trunk full of valves, reports and blueprints. The team of scientists and electronic engineers then assembled in Sydney set to work immediately, modifying the British equipment to suit Australian needs. The first prototype was set up in May 1940 at the Army testing ground on the cliff tops of Dover Heights.

But to return to Britain where, since 1933, the British had been confronted by the coming to power of the National Socialists in Germany and rapid re-armament by that country. In December 1934 Sir Henry Tizard established a committee to report on air defence, with particular reference to the early detection of approaching aircraft. The committee at once consulted Robert Watson Watt, Director of the Radio Research Station at Slough, who informed them that an aircraft must reflect energy from any powerful transmitter on the ground. A successful demonstration was conducted on February 26, 1935, using the BBC transmitter at Daventry and a Handley Page Heyford aircraft as the target. As a result of this demonstration and with the backing of Sir Hugh Dowding, the government allocated funds for further research. Then in April 1935, a brilliant young scientist, Edward George (Taffy) Bowen joined the Radio Research Station.

Taffy Bowen was born in the South Wales town of Swansea on January 14, 1911. He described his academic progress to the Radio Research Station as :- " From the age of eleven or twelve years, when broadcasting first began in Britain, I had taken an obsessive interest in radio. I took an honours degree in Physics at University College in my home town of Swansea. E. J. Evans, my kindly Professor at Swansea, recognised this and arranged for me to take a PhD under Professor Appleton, then the Professor of Physics at King's College in London and the doyen of radio research in Britain. As part of my research, Appleton arranged for me to spend much of my time during 1933 and 1934 using the cathode-ray direction finder at Slough. In this way I became familiar with the work of the Radio Research Station and on friendly terms with the staff. What is probably more important, I came under the benign influence of Watson Watt."

When the Radio Research Station was seeking personnel for its newly formed radar group, Taffy Bowen applied for a position. After being introduced to the onerous provisions of the Official Secrets Act, he was accepted. On May 13, 1935 he was a member of a party of four that travelled to an isolated coastal artillery range on Orfordness, about 140 Km north east of London. There, in secret, Bowen with Arnold Wilkins, Bainbridge-Bell and his technical assistant George Willis, commenced their experiments. The work at Orfordness led directly to the air-warning radar coverage of the whole of the east coast of the United Kingdom, from Portsmouth to the Orkneys, by the outbreak of war at the beginning of September, 1939. The significance of this achievement cannot be overstated. In 1940 the Battle of Britain was a near run thing. Without the Chain Home Radar network and its integration

with Fighter Command tactics through Filter Rooms, Sector Controls and the huge table maps operated by WAAF plotters, the outcome may have been very different.

After the war, a Royal Commission for Awards to inventors was established in the United Kingdom. With respect to work on radar, an amount of £101,000 was awarded. The principal recipients of this award were Watson Watt, Wilkins and Bowen.

Bowen's contribution to the war effort involved more than his early work on the Chain Home Radars. Soon after the formation of the radar group, the prescient Sir Henry Tizard anticipated the requirement for airborne radar and the need for interception of enemy aircraft at night. Taffy Bowen was given the technological challenge of miniaturising radar equipment so that it could be installed in aircraft. By the end of 1937 his two projects, ASV (air to surface vehicle) and AI (air interception) radar, were making progress. Production of airborne radar sets, in quantity for operational use, became possible by July 1939. In early 1940, while still based at Pembroke Dock in South Wales, Sunderlands of 10Sqn RAAF were some of the first aircraft to be fitted with long range ASV radar.

The airborne radar teams worked frantically, under adverse conditions and bureaucratic mismanagement, to fit radars to RAF aircraft during 1940. Tizard, again thinking one step ahead, foresaw the need to tap into the technical resources and productive capacity of the USA and Canada, if the full potential of the technical innovations, of what was becoming Britain's *Secret War* , was to be realised. The resulting Tizard Mission arrived in North America in September 1940, at the height of the Battle of Britain. The member of the Mission responsible for radar was Taffy Bowen. He wrote that, "The purpose of the Mission, subject to carefully vetted security procedures, was to hand over to the US Services all the recent British Technical advances. These included things like the jet engine, rockets, predictors and, most important of all, radar in its many forms."

Prior to the Mission's departure, a technological breakthrough had been made by a group at the University of Birmingham under the direction of the Australian physicist, Mark Oliphant. John Randall and Henry Boot invented the resonant cavity magnetron, a small device that could deliver more power at 10cm than much larger transmitters operating at metre wave lengths. This device, which was taken to the USA by Bowen, was the key to efficient centimetre-wave length air to surface vessel radar. It played a decisive role in the Battle of the Atlantic. Its use in the south-west Pacific, in SCR717 equipped B24's, enabled low altitude bombing of Japanese shipping at night, which helped cripple the enemy's supply lines. Taffy Bowen had a resonant cavity magnetron when he crossed the Atlantic by sea in 1940, the most valuable item of cargo, it is said, ever brought to the shores of the USA.

Taffy Bowen stayed on in the USA after the departure of the Tizard Mission. He was part of the group that established the famous Radiation Laboratory, (The Rad Lab), at M.I.T., Boston. He continued working with his American colleagues, on airborne radar, as a representative of the British Air Commission, Washington, and as a research physicist at the Rad Lab itself, until the end of 1943. In mid 1943, Fred White, then chief of the Radiophysics Laboratory in Sydney, was visiting the Rad Lab and offered Bowen the position of assistant chief,in charge of research. In one of those serendipitous moments for Australian science, and with the blessing of Sir Henry Tizard,Taffy Bowen accepted. After a long flight in a B24, via Hawaii, Canton Island and Noumea, he arrived in Sydney on New Year's Day, 1944. A few months later he was joined by his wife Vesta and infant son Edward.

By the time he reached Australia, not yet 33 years old, Taffy Bowen's curriculum vitae included details of two eminent careers, one in the old world and one in the new. He was about to commence a third career, for the first time under southern skies, that would harness the most talented and motivated group of scientists ever assembled in Australia and place it in the forefront of radio astronomy research, with significant benefits for air and space navigation along the way.

(to be concluded next month).....**John Scott**

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc.

AHSA (NSW) Inc
ABN: 83 295 759 224
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch
September 2001 No.345

September Meeting

Wednesday 5 September 2001, 7.45pm at the Powerhouse Museum. Enter from the Macarthur Street end and the meeting room is in the new area near the entrance. Visitors are most welcome and need not be accompanied by a member.

The guest speaker for the meeting will be Fraser Shannon, a pilot with the Telstra Child Flight emergency services helicopter.

The Telstra Child Flight Helicopter

The Telstra Child Flight Helicopter Service is based at Westmead Hospital in Sydney and operate a BK 117 helicopter. The service, the first service of its type in the world, was launched in 1989 to provide the babies and children of regional NSW and the ACT improved access to intensive care facilities.

It is the only medical retrieval helicopter dedicated to the children of NSW and the ACT. A team of paediatric specialists accompanies each mission and it is fitted out with a mobile intensive care unit.

Over its 11 year history, the service has transported over 2,600 children in NSW and the ACT.

Committee Meeting

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

August Meeting

The August meeting was an outside visit to the Sydney Airport air traffic control Terminal Control Unit (TCU), operated by Airservices Australia. Over 35 visitors attended a comprehensive briefing followed by a most interesting inspection of the operational and simulator facilities hosted by air traffic controller and Society member, Mark Dowsett, who was ably assisted by other controllers, Brian Silver and Wally Civitico.

The Sydney TCU is responsible for the control of air traffic within a 45 nautical mile radius of Sydney, and processes aircraft arriving and departing Sydney Airport as well as those transitting the terminal airspace and many aircraft operating to or from Bankstown, Richmond and Camden airports. Mark's briefing described the classifications and ownership of airspace, separation standards and the functions of the various air traffic control positions.

The TCU incorporates The Australian Advanced Air Traffic System, which was commissioned in Sydney in 1999, well in time for operation prior to the onset of significant air traffic build-ups associated with the Olympic Games. The controllers' consoles are ergonomically designed and incorporate radar display, information displays and a Voice Switching and Control System communications facility. The radar displays feature aircraft position and identification tags and are integrated with the en-route control centres in Brisbane and Melbourne. Sydney also has a Precision Runway Monitor (PRM) system, which uses a high up-date radar with high-resolution display and special air/ground communications, which enables simultaneous parallel approaches onto Runways 34 (and possibly Runways 16 in the future) in instrument meteorological conditions (IMC).

Visitors were able to inspect the air traffic control air/ground positions in the Sydney TCU, which include:

Approach (north), which processes aircraft arriving from the north and east from about 45 nautical miles in to about 20 nm;

Approach (south), which processes aircraft arriving from the south and southwest from about 45 nm in to about 20 nm;

Approach (west), which processes most aircraft arriving or departing Richmond as well as some overflying aircraft in the Richmond areas;

Director east, which processes arriving aircraft from about 20 nm until established onto final approach, usually onto Runway 16L or 34R;
Director west, which processes arriving aircraft from about 20 nm until established on to final approach, usually Runway 16R or 34L;
Departures north, which processes aircraft departing to the north or east;
Departures south, which processes aircraft departing to the south and initially to the west;
Departures west, which processes aircraft departing to the west and some aircraft operating to or from Bankstown Airport;
Sydney terminal, which provides inbound clearances to some general aviation aircraft landing at Sydney Airport or transitting the control zone;
Sydney radar, which assists in providing directed traffic information for general aviation aircraft in the Sydney basin area;
PRM east, which monitors aircraft arriving on Sydney's Runway 16L or 34R in IMC;
PRM west, which monitors aircraft arriving on Sydney's Runway 16R or 34L in IMC.

Feedback indicated that all visitors were most impressed by this important aviation facility.

On the Internet

Last month I mentioned the US Government web-site commemorating the centennial of flight. Several other sites on the same subject are well worth perusing:

Ø Countdown to Kittyhawk (*www.countdowntokittyhawk.com*) which is operated by the Experimental Aircraft Association, and features information on Oshkosh, the Wright Flyer, news and events.

Ø First Flight Centennial *(www.firstflightcentennial.com)* features more news and information; and

Ø A site provided by the Franklin Institute, First Flight *(www.fi.edu/flights/first/intro.html)*, which contains much information about Wilbur and Orville's first flight.

Warbirds are always a matter of attraction and the site Warbird Alley (*www.warbirdalley.com*) provides an on-line reference source for information on privately owned warbirds, particularly those in the USA.

Another military database site worth some time perusing is Military Aircraft Database *(www.csd.uwo.ca/~pettypi.elevon/gustin_military/)*.

For those with a yearning for birds, have a look at Goose Central *(http://goosecentral.homestead.com)* for a database and lots more on all known and lost Grumman Gooses (or should it be Geese?)

Earlier this year we had the England - Australia Air Race, won by a Piper Super Aerostar; but back in 1934 the famous DH88 Comet won the similarly titled event. Have a look at Comet DH88 *(www.pjcomputing.flyer.co.uk/comet/)*, which includes information about the race, the competitors, maps and a photo gallery.

For the Bookshelf

AUSSIE MOTHS DH60 Moths in Australia – by Bruce Winley. Bruce still has copies of this excellent book available for $20 plus $7 P&P. Contact Bruce at 217/37 Mulgoa Road, Penrith NSW 2750, phone (02) 4721 0676. Or, you can also purchase copies at our meetings for $20 each.

Calendar of Events

28 August – 2 September 2001 DH-82 Tiger Moth International 70th Birthday Bash, Caboolture Qld

31 August – 2 September 2001 Festival of Flight, Caboolture Aerodrome Qld.

1 – 2 September 2001 Temora Aviation Museum flying weekend

5 September 2001 AHSA (NSW) monthly meeting Powerhouse Museum

8/9 September 2001 Caboolture Air Spectacular, Caboolture Aerodrome Qld.

29 – 30 September 2001 RAAF 80th Anniversary Air Show Amberley Qld. – also featuring the USAF Thunderbirds

29 – 30 September 2001 Warbirds over Scone. Saturday 29th practice day; Sunday 30th air show.

3 October 2001 AHSA (NSW) monthly meeting Powerhouse Museum

6 – 7 October 2001 Temora Aviation Museum flying weekend (check for details at the website, *www.aviationmuseum.com.au*)

14 October 2001 Nowra Air Show

21 October 2001 Australian Aerial Patrol Open Day, Albion Park Aerodrome NSW.

November 2001 Official Opening Australian Aviation Museum, Bankstown

4 November 2001 Camden Air Show

7 November 2001 AHSA (NSW) Arthur Butler Memorial Lecture, Powerhouse Museum

10 – 11 November 2001 Temora Aviation Museum flying weekend

Supplement to *Southern Skies*
September 2001 No 345

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Beyond Southern Skies (Part 2)

By the time Taffy Bowen arrived in the USA in September 1940, the Radiophysics Laboratory in Sydney had already made progress with introducing the secret science of radio direction finding to the Australian Armed Forces. In August 1940, Bowen's Mark1 ASV radar was fitted to four Hudsons based at Richmond. However, the RAAF regarded these as something of a curiosity at first, and there seemed to be no urgency about adopting the new technology. It was not until August 4, 1941, that No1 Radio School was established at Richmond in No5 Hangar, for the purpose of RDF training. With the impetus of events that followed the attack on Pearl Harbour on December 7, 1941, Australia's first air warning station was rushed into operation at Shepherd's Hill, Newcastle, on January 10, 1942. But when, on February 19, 1942, Darwin suffered its first air raid, the AW station, at the local Dripstone Cave site, was still being erected.

No1 Radio Installation and Maintenance Unit was formed by the RAAF on June 3, 1942, with responsibility for RDF stations throughout Australia. The students of the Presbyterian Ladies College at Croydon were asked to vacate their buildings to allow No1 RIMU to locate its headquarters there. The American acronym RADAR, for radio direction and ranging, was finally adopted by all allied forces from September 1, 1943.

Initially the work at Radiophysics was directed by Jack Piddington and Joe Pawsey. Soon the laboratory was adapting the new technology to meet Australian requirements. The lightweight air warning (LW/AWH) radar system, built around an Australian magnetron, was probably the outstanding wartime achievement of Radiophysics. With a light, RAAF designed antenna, this was the first shore defence radar unit capable of transport in one Dakota. Thus, in 1944, Taffy Bowen inherited a highly motivated group at Sydney which, by then, had grown to about 300 scientists and staff.

There must have been a sense of frustration when news came to Taffy Bowen of the start of the V1 bombardment of London on June 13, 1944, just one week after D Day. Sydney was a long way from the action. In the following weeks there were thousands of V1s launched against London, resulting in the deaths of over 6000 people and the serious injury of a further 18000. A defensive response was rapidly devised.

Part of that response had its origins in the Tizard Mission and the efforts of Taffy Bowen over three years in the USA, tirelessly advising and motivating scientific, industrial and government leaders to push ahead with design and production of the many types of radar. Three top secret projects coalesced just in time to help combat the V1 menace. These consisted of the world's first automatic tracking radar, (SCR-584); a revolutionary electronic computing system to aim artillery at fast moving targets,(M-9); and a new proximity fuse which was attached to the artillery shells. It was mid-July before this equipment could be assembled in coastal areas east of London and a further period for gun crews to become skilled in its use. But by August 28, 1944, the last day large numbers of V1s were launched against Britain, radar equipped artillery hit 68, fighters shot down 14, barrage balloons accounted for 2 and 16 crashed before reaching their targets. Only four hit London.

Ten days later there was a shattering explosion at Chiswick, London. The V2 had arrived, and for this, once launched, there was no defence. In fact, the Ballistic Missile Defence Organisation in the USA is currently, even with state of the art radar tracking, global positioning satellite and computer technology, together with a budget of $US100 billion, finding the provision of an effective defence shield, against to-day's descendants of the V2, a challege!

At the end of the war there were large stocks of US radar and communications equipment stored in Sydney. The US Navy was ordered to destroy the surplus and began dumping tons of electronics a few miles outside the Heads. Taffy Bowen, alerted to the destruction, and aided by friends in both the American and Australian governments, managed to rescue a " *cornucopia of invaluable equipment, often brand new and in the original crates. I seem to remember two huge warehouses full of these good things near Botany Bay, which we were able to draw on for many years to come".*

Taffy Bowen also planned to retain the talented team at Radiophysics by initiating a challenging peacetime research programme. In July 1945 he proposed nine areas of research to the CSIR Council, including radio methods for air and marine navigation, radar studies of cloud and rain formation, the study of radio noise, thought to originate in interstellar space, and electronic computers.

The seed for LORAN, (long range navigation), had been sown by Taffy Bowen in the mind of Alfred Loomis back in October 1940, during the former's explanation of the British navigation system, GEE. When the Australian Institute of Navigation was formed in 1949, Taffy Bowen became its first president. By 1950 Radiophysics scientists Jack Piddington and Brian Cooper had demonstrated DME,(distance measuring equipment), on commercial aircraft. In 1954, DME was made mandatory on all passenger aircraft in Australia. Ten years later a higher frequency version was adopted internationally. The Bowen years at Radiophysics saw co-operation with DCA, development of landing systems and the training of air traffic controllers in the use of radar. The pattern of Australian prominence in the technology of air navigation was continued into the post Bowen years, through development of the Interscan system by Paul Wild, Harry Minnett and Brian Cooper of Radiophysics, in response to an ICAO requirement for a microwave landing system for the eighties. Australia was also in the forefront of planning into the nineties through the appointment of CAA's Brian O'Keefe as head of ICAO's committee on future air navigation systems, (FANS), using satellites to take civil aviation into the 21st Century.

Taffy Bowen's supervision of the ground breaking radio astronomy research by Radiophysics during the post war years made it a world leader in the field, a position it still retains. By 1950 the Americans had fallen behind in the new science and approached Bowen to assist with setting up a research establishment, with a large steerable dish, in the USA. As it turned out the Americans then decided the research could just as well be done in the southern hemisphere and supported Bowen's proposal for a big dish down under. The Australian government agreed to contribute funding on a £ for £ basis, matching private money raised. The raising of private funds was achieved by Bowen alone, using his American contacts to persuade the Carnegie Institution and the Rockefeller Foundation to support the venture.

Barnes Wallis was approached, in late 1954, to be a consultant with Freeman Fox and Partners for the design of the telescope to be erected at Parkes NSW. Sir Ralph Freeman, at an earlier time, had designed the Sydney Harbour Bridge. Taffy Bowen admitted to a sense of irony when he then awarded the contract for manufacture and erection of the telescope to MAN of West Germany. The massive steel sections were fabricated at MAN's factory near Frankfurt. To-day, the Parkes Telescope stands as a monument to a remarkable scientist; Taffy Bowen.....**John Scott.**

Postscript: During a recent visit to the Radiophysics Laboratory at Marsfield, I was shown a plaque I have long searched for. It records an event that must have been devastating for Taffy Bowen and his team at Radiophysics. On October 27, 1952, Fred Campbell and Ron Styles died, together with three RAAF crew and a member of the WAAF, when their Dakota disappeared off Jibbon Head near Cronulla. The two scientists were engaged on cloud physics work. The accident was weather related.

AVIATION HISTORICAL SOCIETY
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Southern Skies

The Newsletter of NSW Branch
October 2001 No.346

October Meeting

Wednesday 3 October 2001, 7.45pm at the Powerhouse Museum. Enter from the Macarthur Street end and the meeting room is in the new area near the entrance. Visitors are most welcome and need not be accompanied by a member.

The Guest Speaker will be Sue Stafford, who developed, photographed and curated the exhibition Women with Wings: Celebrating the 50th Anniversary of the AWPA, *which was displayed at the Powerhouse Museum from May 2000 until January 2001.*

Sue will talk about her Australia-wide quest to photograph and interview 33 of these women pilots, flying to such remote areas as outback Queensland, Three Hummock Island off the north coast of Tasmania, and the Torres Strait islands to achieve her aims. On her photographic treks Sue carried 65kg of camera equipment to achieve the desired photographic affect.

In 1990, whilst working as a photographer for the Westpac Bank, Sue first met NSW members of the Australian Women Pilots Association (AWPA), including Founder and Patron Nancy Bird Walton. Impressed by their zest for life and interesting stories, she photographed two of the members, Cathy Silvair and Judith Fethney.

She reconnected with the AWPA in 1997 and created a proposal with their assistance for a photographic and historical exhibition at the Powerhouse Museum to celebrate the 50th anniversary of the AWPA in 2000. The result was the exhibition which opened at the Museum in May 2000, and is now on display at the Queensland Sciencentre, having already been on show at the Parramatta Heritage Centre and the Back of Bourke Centre.

Many of the stories of high achievement in a "man's world" by these women pilots will serve as an inspiration to other women who want to pursue their interests in aviation. Dick Smith has funded the production of a book, which Sue has co-authored with Ian Debenham, containing portraits, biographies and quotes of those women pilots.

Please join us to hear Sue's story on yet another important facet of Australian aviation.

September Meeting

Guest speaker was Fraser Shannon, a pilot with the Telstra Childflight Helicopter Service. All visitors and members who attended this meeting were most impressed by the talk on this vital sector of the aviation industry.

Childflight operates an MBB BK117B-2 twin-engine helicopter, based at Westmead Hospital. This is the only German manufactured version of this helicopter in Australia; all other versions are the Japanese built Kawasaki model.

The Childflight service is provided specifically for the transport of sick and injured children, usually under the age of 14 years, and more often for the transport of infants. Childflight has been operating since 1989 and was previously sponsored by One-Tel, but since the demise of that organization, Telstra has generously taken over the role as major sponsor.

The aircraft is contracted to the NSW Department of Health and its operation is under the control of the NSW Neonatal and Paediatric Transport Service. This service determines the mode of transport required to transport patients to intensive care facilities, the preferred order being road ambulance, then Childflight helicopter, and then aerial ambulance. It was interesting to hear that there are no intensive care facilities in NSW outside Sydney and Canberra, and in fact, the Childflight helicopter serves as a mobile intensive care facility.

The helicopter is crewed by two pilots and two medical staff, and carries a mobile intensive care unit featuring life support system, heating and monitoring. The helicopter operates under IFR although it is not certified to fly in icing conditions. Many hospitals have instrument approach charts with GPS approaches, which enable operations in most weather conditions.

There is interaction between Childflight and the NRMA Careflight helicopter service, also based at Westmead Hospital, as well as the Westpac Lifesaver helicopter which is based at Little Bay. Each can perform the duties of the others in times when another emergency helicopter is unavailable, although the Childflight helicopter is not fitted with a winch.

Fraser's presentation gave us a most enlightening insight into this important aeromedical service.

Australian Aviation History 2001

It is interesting, yet very sad to note the Australian airline closures so far this year:
Yanda Airlines AOC suspended 5 January 2001, airline ceased operations 1February 2001
Country Connection Airlines ceased operations 20 May 2001
Impulse Airlines (in their own name) ceased jet operations 22 May 2001, props 27 May 2001
Flight West Airlines ceased operations 19 June 2001
Ansett Australia ceased operations 14 September 2001
Ansett International ceased operations 14 September 2001
Skywest Airlines ceased operations 14 September 2001
Kendell Airlines ceased operations 14 September 2001
Aeropelican Air Services ceased operations 14 September 2001
Hazelton Airlines ceased operations 14 September 2001
Sunshine Express ceased operations 14 September 2001

On the Internet

Martin Porter's DH106 Comet Web Site (www.geocities.com/cometmp/) provides a very complete list of DH106 Comet survivors, news, photographs and links to other similar sites.

Mystery Aircraft – Federation of American Scientists (www.fas.org/irp/mystery/aurora.htm) provides a wealth of material on the mysterious Aurora aircraft. The site has information on sightings, concepts and background to this aircraft which has reportedly been operating in the USA and perhaps overseas for several years.

For several years another mystery aircraft, the SR-71 along its developmental types, the A-12 and YF-12, were reportedly seen over the USA. SR-71 Online (www.sr-71.org/) gives a detailed history of these aircraft, along with the Flight Manual and hundreds of photographs. The site is also dedicated to the heritage of some of the most unique military aircraft.

Australian DC-3 Survivors (www.adastron.com/aviation/three/ozdc-3.htm). This site, established by AHSA member Al Bovelt, provides an on-line listing of DC-3 survivors in Australia. Any updates would be most appreciated by Al, who can be contacted at P.O. Box 354 Toukley NSW 2263.

Sport Aircraft Association of Australia Inc (SAAA) (www.saaa.com/) provides much information on the Association, the types, applicable regulations and news.

Vale

Sir Dennis Buchanan 28 August 2001. Founder of Territory Airlines (Talair) in Papua New Guinea, Solair (Solomon Islands), Air Melanesiae (Vanuatu), Flight West Airlines (Queensland), as well as aviation enterprises in the Philippines. A controversial figure, but one of the true pioneers in the PNG and Pacific airline industry.

On the Bookshelf

AUSSIE MOTHS DH60 Moths in Australia – by Bruce Winley. Bruce still has copies of this excellent book available for $20 plus $7 P&P. Contact Bruce at 217/37 Mulgoa Road, Penrith NSW 2750, phone (02) 4721 0676. Or, you can also purchase copies at our meetings for $20 each.

The Forgotten Giant of Australian Aviation – by Peter Yates. ISBN 186 447 0178 Available through Dymock's bookshops RRP $39.95. Provides a very interesting account of the rise and fall of Australian National Airways Pty Ltd. A somewhat critical review has been expressed in another publication, particularly on the basis that the Holyman family sponsored the book, hence suggesting a biased account of events. In fact, Yates gives an important insight into the Holyman style and provides a balance to the material published in other books, particularly about the origins of the Two-Airline Policy, the attempt to nationalise Australian airlines, the introduction of pressurised aircraft on the domestic market and much more. No matter what version of events you prefer, this book is a must for anyone interested in Australian aviation history.

Calendar of Events

29 – 30 September 2001 RAAF 80th Anniversary Air Show Amberley Qld. **CANCELLED** due to overseas crisis– check website www.airshow.net.au/amberley for further details.

29 – 30 September 2001 Warbirds over Scone. Saturday 29th practice day; Sunday 30th air show. (www.sconewarbirds.org)

6 – 7 October 2001 Temora Aviation Museum flying weekend (check for details at the website, www.aviationmuseum.com.au)

14 October 2001 Nowra Air Show

21 October 2001 Australian Aerial Patrol Open Day, Albion Park Aerodrome NSW.

27 – 28 October 2001 Great Luskintyre Fly in. Hunter Valley NSW

November 2001 Official Opening Australian Aviation Museum, Bankstown

4 November 2001 Camden Air Show

7 November 2001 AHSA (NSW) Arthur Butler Memorial Lecture, Powerhouse Museum

10 – 11 November 2001 Temora Aviation Museum flying weekend

18 November 2001 Wedderburn Fly in and Open Day
5 December 2001 AHSA Monthly meeting Australian Aviation Museum, Bankstown
8 – 9 December 2001 Temora Aviation Museum flying weekend.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Some Early Financial Pain at Mascot

Back in the seventies I shared an interest with Bill Broadsmith. Our sons were then keen members of 1st Mowbray West Cubs. I soon discovered that Bill was a son of Harry Broadsmith, co-founder and director of the Australian Aircraft & Engineering Co. I prevailed on Bill to come and talk to AHSA NSW Branch about his father, which he did on May 3, 1978. Bill was the custodian of his father's papers, including the draft of a book that his father proposed to write on his Australian adventure.The following excerpt relates to the basic causes of the collapse, in 1923, of A. A. & E. Co., from the perspective of Harry Broadsmith. There is some acrimony in his account, as one would expect. He returned to England and an eminent career with Saunders-Roe and Spartan..**John Scott**

" I have never told the full story of this. I had always wished to go to Australia of which I had heard glowing accounts from my seafaring colleagues when I was at sea, on voyages to the River Plate. After the war, with small prospects for aircraft contracts, the emphasis was upon joy riding, with the prospect of air transport to follow. I therefore put up a scheme to AVROs for the establishment of an Australian branch. However, they couldn't see their way to do this, but agreed to supply me with the wherewithal in machines and stock, on a consignment basis, if I could form my own company.

I hadn't the cash to do this, but nevertheless applied for the agency and the manufacturing rights, and put forward my requirements for four demonstration machines, and twenty sets of knocked down parts, for assembly in Australia. Also an adequate supply of engine and aircraft spares, including two spare engines. The whole to be delivered to Sydney at the company's expense.

This was agreed upon, and since I had the job of getting this consignment together, I didn't leave out anything that might be useful. The next job was to find a partner or partners with the cash to get things going.

The first Australian to come to our works was Lt. Warneford. He had applied for the agency, and had been referred to me. I explained my position, and he said he had a friend with plenty of cash and connections - Nigel Love - and he arranged for Love to come and see me.

Nigel was confident that he could get the required capital in Sydney, and referred to a wealthy relative - a Mr. Charley - who, he said, was one of the original discoverers of the Broken Hill Mines. The upshot was that I was persuaded to throw in my lot with them. Nigel was an attractive personality, and with his assurances, and Warnie's 'bull', I didn't take much convincing, particularly as it was obviously to my advantage to have partners who were local residents.

When the AVRO directors were informed of this arrangement, they interviewed Warnie and Nigel, and upon Nigel's assurances that there would be plenty of money forthcoming, they asked for a guarantee of £10,000 to the liability for stock. Confidentially, they explained to me that they thought I should have some such assurance from my proposed partners, of their good faith, and they hoped that Nigel could obtain same by cabling to his people.

He could not do this however, and our arrangement seemed likely to fall through. My own arrangements were well in hand by then, and most of the gear packed. I was anxious to get on with the job, and was prepared to accept Nigel's and Warnie's assurances. So I went to work upon the Directors, and to safeguard me, three of them, A. V. Roe, John Lord, Percy Roe and one other friend, entered into a joint guarantee for the £10,000 in my favour; the agency, manufacturing rights, and all the stock being in my name until such time as the financial guarantee was taken up in Australia.

This was an extremely generous gesture, not only in the matter of the guarantee but in their

endeavour to protect my interests. I was thus enabled to go ahead with my arrangements. Nigel was returning by steamer leaving England whilst packing was still under way. Warnie stayed behind and was of the greatest assistance in arranging for early shipment of our very large consignment, and also for the passages for Mrs. Broadsmith, myself and two babies, by the 'Euripides', which was a 'repatriation' ship, we being the only English passengers.In fact, but for Warnie, we should have been delayed for many months. He wangled his passage upon the ship carrying our numerous packing cases.

Nigel's promised guarantee and capital never materialised, and throughout the whole period of our operations I was responsible to AVROs for our stock in trade and personally held the Agency.With no capital forthcoming, we each contributed £200 to enable us to form the Company, and commence operations, further capital being dependent upon receipts from joy riding. So bang went my asset in the way of provision of stock for the Company, and my partners were on a very easy wicket, with me making an equal cash contribution, and having direct responsibility for our machines and stock.

I was too keen to get started to worry too much about the financial considerations, although the £200 was more than half the capital I had, but undoubtedly I should have taken some financial and legal advice to protect my interests, since I had no more than equal share in a business for which I had provided the whole of the assets.

However, Nigel did his stuff when it came to starting up our flying operations, and later, Robbie, joining us, became our biggest financial contributor in the way of joy riding revenue.Later on, Nigel fell out with Warnie and, revenue being buoyant at that time, I agreed to his being 'paid out', which was done with £3000 the amount being assessed by our auditors. So Warnie was the only one who made money out of the Company. (Our auditors should have been hung for fixing that amount, but we agreed to stand by their finding).

The Liquidation of the Company

Orders from private owners and the R.A.A.F. gave us thirteen machines to build, but once these orders were delivered, the only work we had was the six seater. Joy riding was 'drying up' and there was more competition for such work as might be available.During the last eighteen months of our operation, Nigel more or less 'gave away' any flying, leaving it to other pilots, and taking charge of the firm's financial affairs. At least, it was arranged that he should, but our accounts were so badly kept, that our secretary - accountant was able to embezzle a large amount of the company's money.

AVROs commenced to worry me for statements of accounts, which I was constantly promised would be sent, together with remittances. Finally, they asked me to put our affairs into the hands of a Sydney firm of Accountants, Starkey & Starkey. The request came by cable, which our secretary saw, and he disappeared the next day. Starkey & Starkey advised us to go into voluntary liquidation at once. As soon as this was announced, my partners, Nigel and Jack Love, (the latter had joined the firm at some time previously), left me flat, and the only time I saw them again was at a creditors meeting. Among other defalcations, the secretary had taken about £800 of shareholders' call money.

One of the assets of the Company, still to be realised, was the £6000 from the Dept. for the six seater. We had received the Rolls Royce engine, and the Dept. promised to pay for the machine when this was installed. I therefore took on the job for the liquidator, carrying out work largely by myself, since our workmen were dispersing to other jobs as soon as they could get them. Soon I was left entirely on my own, designing the engine mounting, making the parts, carrying out the installation, and sweeping the shop at the end of the day. This was the loneliest job I had ever tackled and at the end of it I was completely 'broke'. However, the job was completed and paid for, and our creditors benefitted accordingly.".....***Harry Edgar Broadsmith (1890 - 1959).***

A brief look at aircraft that served

Under Southern Skies

October 2001

Fairchild 91 "Kono"

The name of Richard Archbold is remembered for scientific expeditions in New Guinea.

The first New Guinea expedition by Richard Archbold, an American mammologist, in 1933 was considered very successful producing more than 19,700 specimens for the New York Museum of Natural History. Archbold, as well as financier and leader of the expedition, was also a pilot and it was inevitable that when he returned to continue his work in New Guinea his plans would include the use of an aircraft.

In 1935 he purchased a Fairchild Model 91 AMphibian, claimed by its manufacturer to be the world's largest and fastest single engine amphibian transport. That aircraft was NR777 "Kono" and Archbold had special equipment installed for the task. There were two bunks, food and equipment lockers, a chute for the launching of supply parachutes, and a Fairchild K-3B aerial mapping camera mounted in the bow, operated either manually or by remote control from the cockpit.

The objective was "to explore by air the vast area of thinly wooded plains in the Fly River region, an area of some 6,000 square miles about which virtually nothing was known".

Following survey flights it was decided to established an advanced inland camp at Mt Mabiom. A party of 2 scientists, 4 police and 75 carriers set off on foot to establish the camp. "Kono" followed their progress and dropped supplies. Once the camp was established, a drop zone was cleared. During this time another camp was established at the junction of the Black and Palmer Rivers. In eight flights, "Kono" ferried up all personnel and over four tons of supplies to the new camp.

Several attempts to supply Mt Mabiom from the air failed due to bad weather. A radio was flown to the Black River camp and carried to Mt Mabiom to provide accurate weather reports. The first radio communiqué was one of complete disaster. "Kono" was flown from its base in Daru to Port Moresby to pick up urgently required equipment.

While resting at its mooring, and unknown to the pilot, "Kono" had developed a slow leak in one of the floats. During the night, a thunderstorm developed and flipped "Kono" over on its back and sank. Cargo derricks and winches from the Orient liner "Orama" were used to raise

"Kono" and this was successful on the second attempt.

"Kono" was towed by launch to a safe mooring were it sank a second time.

The situation at the camp was getting desperate but "Kono's" career was over. Permission to import the aircraft into Papua had only been granted on the condition that it would be exported to America at the end of the expedition. To avoid paying customs duty, all parts and equipment worth salvaging were removed and "Kono" towed to deep water and sunk, in the presence of Customs officials.

"Kono's" history was as short as it was spectacular. One of only six production Fairchild 91s, often called the "Baby Clipper" built. The 91 was designed by A.A.Gassner, and was powered by either a supercharged Wright Cyclone 1820 engine developing 760HP (as model A-942-B), or P&W Hornet of 800HP (as model A-942-A). The aircraft had a cruising speed of 170 mph at 3,000ft whilst carrying 2 pilots and 8 passengers plus 1,000lbs of freight more than 700 miles.

Of all metal construction the amphibian had a wingspan of 56ft. The main cabin was 16ft long and 6ft high.

Serial No. 9401, Model A-942-A, Hornet 750
The prototype and company demonstrator, NC14743, was sold to an aircraft broker and shipped to the Spanish Republicans however was captured and served with the Nationalists.

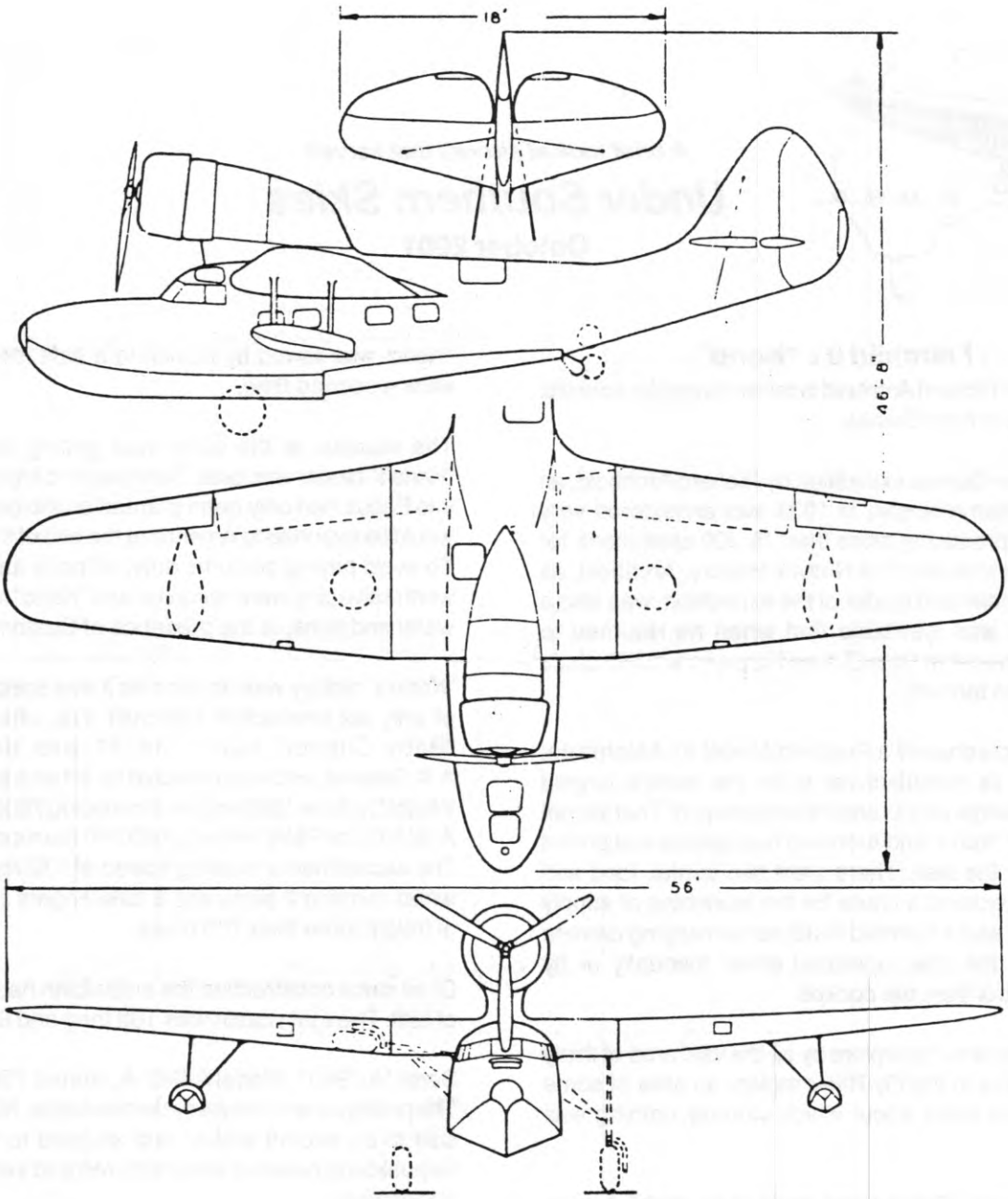
Serial No. 9402 & 9403, Model A-942-A, Hornet 750
Sold to Pan Am as NC14744 & NC19592 and used by Panair do Brazil as PP-PAP & PP-PAT. PP-PAP was impressed into RAF service in North Africa as HK832. Serial No. 9403 was modified to A-942-B.

Serial No. 9404 & 9406, Model 942-B, Cyclone 760
Registered as NC16359 & 19130 were sold to Japan, outcomes not known.

Serial No. 9405, Model A-942-B, Cyclone 760,
Registered NC16990 was sold to industrialist and speed enthusiast Gar Wood of Detroit, USA.

Serial No. 9407, Model A-942-B, Cyclone 760,
Registered NR777 and named "Kono" is described briefly above.

References: Wings of Gold, James Sinclair
The American Flying Boat, Richard Nott
Air International
U.S. Civil Aircraft, Joseph Juptner
Keith Hudson
Ken Garland


18'
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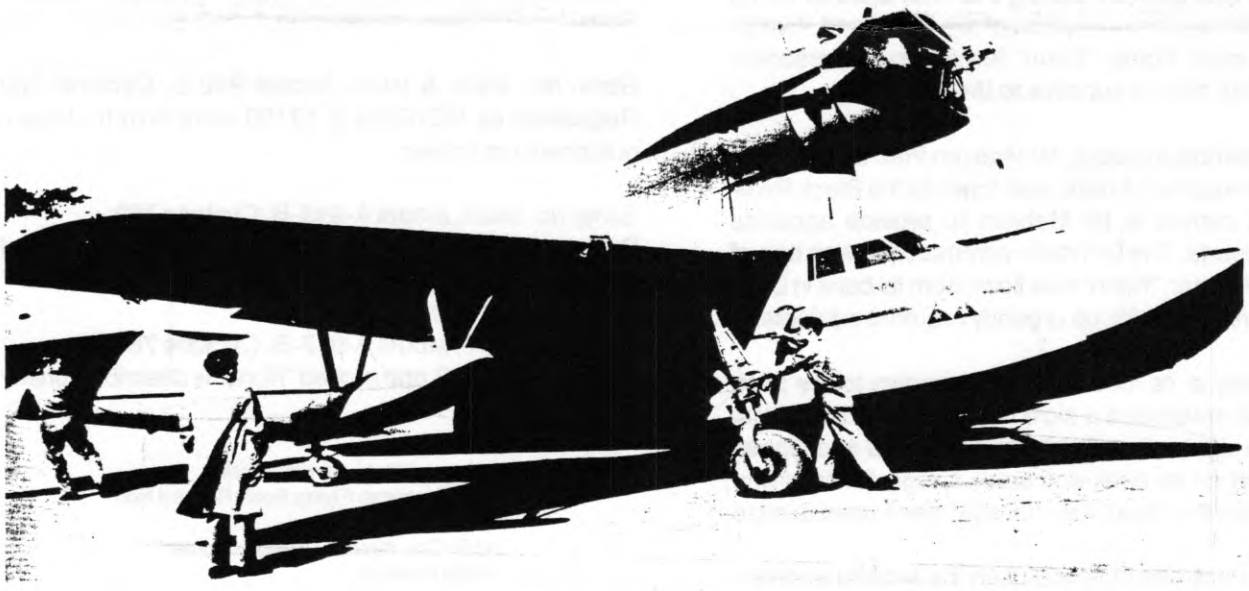


AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc.

AHSA (NSW) Inc
ABN: 83 295 759 224
PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of NSW Branch
November 2001 No.347

Northern News Update

The month of September saw two major event's unfold in the diary of your Northern correspondent.
Firstly, the slightly premature celebration to commemorate the 70th Anniversary of the DH 82A Tiger Moth in Caboulture, only premature in as much that the first flight actualy took place in October 1931.
This of course, in no way diminished the sheer delight of the occaision, although the number or aircraft in attendance did not reach expectation's, the pleasure experienced by all, at the sight and sound of so many men, and women, in their magnificent flying machines, was something that will linger long, of this there is no doubt.
Attached will be three photo's, one of an immaculate machine which had travelled from Canada, another of a lovely aircraft, flown by an equally lovely Lady, the only Lady pilot on the day.
The other is of your's truly, heavily disguised, for the end of competition Ball.
I will be sending copies of some of the many photo's that I took, for members to enjoy at a meeting 'show night', who knows, I may even be there to drool with you.
The celebration Dinner, Ball was a tremendous success, a most enjoyable dinner, and music to dance and listen to, provided by a "Glen Miller" style band was perfection, in fact the closest to the Glen Miller sound I've heard, it certainly had me feeling,

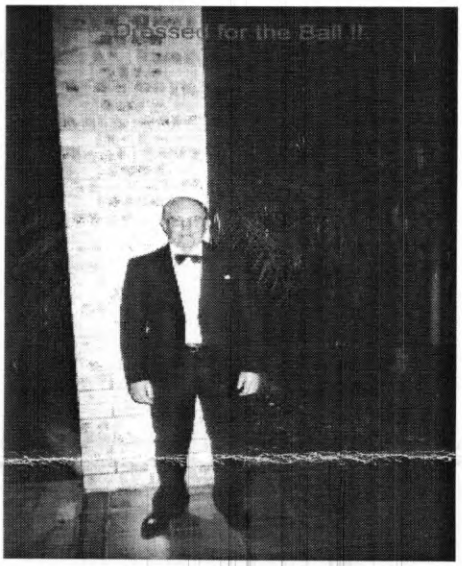
'IN THE MOOD'.

The week-end following the 'Tiger Bash' saw the event of the Caboulture Air Show, this provided our Qld Warbirds with the opportunity of strutting their stuff.
Appearing were our Nanchang, two Winjeels and the latest in the collection, the beautiful T6 Harvard, all now stabled at the Mareeba HQ.
Having experienced the joy of flying in the Nanchang and one of the Winjeels, I know look forward to a flight in the T6 in the near future.

In closing I now disclose the second major event in the September diary, as on the 15th of the month I became eligible to share my 70th anniversary with the Tiger, an event I am very proud to share , equaly as proud of the fact that September 15th was chosen as the officicial date to commemorate the Battle of Britain, although the official date for the commencement of the battle was 10th July 1940 and on through to 31st October 1940.

My best wishes to you all, Tally ho from the 'Moth House'.

Two attractive participant's.


Dressed for the Ball !!

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc.

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"WINGS OVER THE WORLD – AUSTRALIA'S PART IN THE FUTURE."

Talk by Sir Keith Smith from 2 F.C. on
Sunday, 29th November, 1942, at 9.15 p.m.

The subject of my talk this evening "Wings over the World ..... Australia's part in the future" - is one, perhaps naturally, that appeals to me greatly and I appreciate the opportunity of saying something about it because I believe the whole question of Australia's aerial future is of such great national importance, and if overlooked may have such far reaching consequences to our world prestige that now is the time for us to put our thoughts into shape and at least draw up tentative plans for the future - plans that can be modified as occasion demands.

The wartime road ahead of us may yet be long and wearisome with victory still some way around the corner, but when "The Day' comes air transport must be ready to swing back to peace time work once more with as little delay as possible.

Since that historic day not quite 39 years ago when the first heavier than air flight was made aviation, in spite of many and at times disastrous set backs, has made slow but sure progress and prior to the war air lines were reaching out into the most distant and inaccessible parts of the world.

In this great work of aerial expansion and commerce Australia was playing an increasingly important part and we must see to it that in the great future that lies ahead she continues to build upon the foundations already so firmly laid by the far seeing and courageous pioneers.

Australian Air transport immediately prior to the war was divided into two groups, firstly our Domestic or internal air lines and secondly the Overseas or International, operation of which was carried out on an Empire basis. Commencing with two very modest air services, one in Western Australia and the other in Western Queensland - it is worth recording that this latter company was founded as long ago as 1920 and is now the second oldest air transport company in existence - our internal air lines have gradually expanded until in 1939 they girdled the Continent in all directions - ranging from Brisbane to Perth via the Capital Cities, then nor-west to Darwin, thence south to Adelaide direct or to Brisbane again through inland W. Queensland or along the coastal route *past* Townsville. Smaller feeder services operated in various localities and gradually in the face of many difficulties and bitter disappointments a considerable network of airservices and airports was built up bringing the farthest outback within "only hours" of the various capitals. In addition aerial contact was opened with Papua and New Guinea and in the latter territory aircraft made possible the opening up and development of the Bulolo goldfield where over a period of 10 years some 30,000 tons of machinery alone was carried in from the coast.

This was all great work and it is fortunate that so far, in spite of the many urgent and important calls made upon them by the Commonwealth Government - calls that the flying and ground personnel have answered magnificently - the Aviation companies have been able to Maintain their major inter Capital services and so keep the nucleus of the peace time organisation intact.

Our Empire services were confined to two routes - the first from Sydney to Singapore where it linked up with Imperial Airways, later to be taken over by British Airways, thereby giving a 10 any connection with the Motherland and Europe, and the other across the Tasman to New Zealand where it met Pan American Airways from America.

What I have just given you is a very brief and quite inadequate outline of the position at September 1939 and it is now for us to consider what effect wartime research and experiment will have upon aviation generally and how this can best be utilised in the days of peace.

During the last war aviation was in its infancy but considerable development took place - this time I believe vast progress is being and will continue to be made and out of it all much good will ultimately came if only we are alert and bold enough to step forward and grasp the opportunity when it offers.

What is the war going to bring us aerially that we can use to re-establish and expand world trade in the days to come – days when for cargoes of bombs we substitute cargoes of commerce.

First there is the aeroplane itself - already aircraft design and manufacture have been greatly advanced in the past 3 years - the size, payload, range and speed have increased enormously, to which engines developing greater and still greater H.P. and giving increased reliability have contributed in no small measure. Improved radio communications, better ground organisation and landing bases and many other details have all served to create that feeling of complete confidence which enables air crews to successfully undertake long and hazard over miles of ocean or enemy Territory, often under the worst possible flying conditions, with no thought of failure.

Without trained air crews and ground staff no aircraft can operate and here in Australia, I venture to suggest we have the world's equal in young men eager and capable of undertaking this work. Arising from the Empire Air Training Scheme thousands of the best of Australia's youth are being trained in the flying and maintenance of aeroplanes and on their return to civil life many of them will, I expect, seek positions with the air transport companies and it will indeed be tragic if there is no place for them and their enthusiasm and experience are lost to the Nation just when they are most needed.

From the photographs and descriptions that appear from time to time in the press you are all no doubt becoming familiar with the large types of present day bombers being used so successfully by the Allied Forces – huge multi-engined monoplanes carrying a considerable crew and a heavy load of bombs over amazingly long distances quite extraordinary speeds. Still larger machines are being planned and whilst it is not easy or perhaps wise to forecast how much larger they may become if the war continues for any length of time we already have enough information before us to plan how best machines of these can be adapted to commercial use. I do not mean the bombers themselves because war types do not readily lend themselves to conversion to civil use but specially constructed machines incorporating all the best points of the bomber type together with those conveniences and comforts demanded by the air traveller or the necessary facilities for quick handling and storage of mails and packages. Air transport aircraft must be designed for efficient and modern handling of freight, mail and passengers.

To give the modern bomber and flying boat complete freedom of action great aerodromes, emergency grounds and landing bases are being constructed not only within Australia but in the countries and oceans surrounding us. These have a great potential post war value and their use will materially assist the expansion of existing and the planning of new air services to link us more closely and more rapidly with our neighbours.

An interesting point to speculate upon is whether international air transport will continue as in pre war days or whether the advantages of really high speeds will be availed of, and personally I believe they will, to divide the traffic into groups, the first being the carriage of airmails and express cargoes in special high speed day and night flying aircraft using frequent changes of crews en route, then passengers again at speed but in comfortable liners which, although equipped with berths for night flying will make regular stops during the journey, and finally baggage and general freight at a cost and speed commensurate with their urgency.

Already aircraft fitted with sleeping berths are no novelty and from personal experience they are comfortable and pleasant but I confess unless my journey was extremely urgent I would prefer stops on the ground from time to time to bath and stretch my legs and have a quick look at interesting sights close at hand.

I have previously made passing mention of the overseas routes in operation pre war. These services were rapidly growing in popularity and importance and they are capable of considerable expansion when opportunity again offers. With the larger, longer range aircraft even now available - whether they will be land planes or flying boats is point to be debated, personally I think good use will be found for both types, particularly the latter over long ocean stretches - a new and interesting route, already surveyed by one of Australia's outstanding airmen, awaits development and has, I consider, great economic possibilities. I have in mind a direct connection from say Broome or Derby with the east coast of Africa at Mombassa or some more convenient port, where it would join in with the Empire service from London to Durban. With proper organisation and using the correct equipment I understand this service would present no operational difficulties and by reducing the journey to only a few days it should serve to further cement the good-will already existing with South Africa and its people with whom we have much in common.

Australia and aviation have been old friends for many years. There was Lawrence Hargrave, the value of whose early aeronautical experiments is recognised throughout the world. In the first great war Australian airmen more than held their own against the enemy – as they continue to do today - and in the days that followed the possibilities of the England/Australia route were clearly demonstrated, possibilities that were later confirmed in no uncertain manner over the years. Then in 1928 came the first trans Pacific journey by the great Kingsford Smith and Charles Ulm from San Francisco to Brisbane so establishing a link with our American friends that under the urge of war has become a great aerial highway.

What great times they were and how the names of those lucky enough to have shared in it all come back to us - Bert Hinkler, Amy Johnson, Jim Mollison, Jean Batten, Arthur Butler, Scott and Campbell Black and a host of other good fellows who played their splendid part in paving the way for that truly gallant band of commercial pilots and navigators who following in their footsteps established the two great Empire Air Services - London to Australia and London to South Africa.

Harnessed to commerce the aeroplane has outstandi[ng] possibilities in the cause of good fellowship and better understanding among the free peoples of the world and although for the present all our thoughts and actions must be concentrated upon the lasting defeat of the Axis Powers some day this war will be over and the wings of death will be freed again for the peace time advantage of the nations.

Awakening the public to aviation has been an uphill task most people, astonishing as it may seem, are even yet unable to visualise the colossal promise of the future - but the time has now arrived when Australians must take a keener interest in its possibilities for good and who can tell what lasting benefits a free and rapid interchange of visits between our leaders and the rest of the world that aircraft alone make possible, may have upon our cultural well-being, our isolation and the problem of a greater population, the further expansion of our overseas trade and commerce and the continued peace time growth of our all-important secondary industries. All these are factors of vital consequence to the Nation's future, and whilst outside th[e] scope of my remarks it is well they should not be lost sig[ht] of in the turmoil of today.

Cast back your mind to the past for a moment. Do you ever pause to remember how British strength of Empire was built up? It was all based on sea power born of the old traditions of Drake and Nelson and of men like Captain Cook and the merchant adventurers who corresponded to our present day early air explorers. But the grand old way of the sea is now giving place to the new pulsing spirit of the air and the nations who heed the call and act upon it are the rightful leaders of the future.

Let us therefore be up and doing. This is the Air Age the era of "Wings over the World". Our future lies in the air and its possibilities are unlimited.

It is our duty to hold high the torch handed on to us by those gallant airmen who dared and died, by ensuring that in the days to come Australia will continue to play her part in the great field of aerial world transport.

Butler's Arrival

Record Breaker at Hargrave

"THE MIGHTY ATOM" is a phrase which adequately describes both Mr. C. A. Butler and his aeroplane.

Those who witnessed Mr. Butler's arrival at Hargrave Air Park and saw his masterly demonstration of the little machine's powers, went away after the welcoming ceremony thoroughly satisfied with the entire competence of the man, and of the mechanism which achieved the England-Australia record of 9 days, 1 hour, 43 mins.

Captain Hughes, President of the Aero Club, congratulates Mr. Arthur Butler, at Hargrave Air Park.

Mr. Butler is a small man in physical stature. The "Comper-Swift" is a small aeroplane even in comparison with the modern light 'plane. The Pobjoy engine is a little marvel of robust compact power. The combination of man, machine and engine proved to be ideal.

Despite the fact that record-breaking flights all over the world are rapidly becoming commonplace events, nevertheless a gathering of some 15,000 people assembled at Hargrave Air Park on Sunday, 15th November, to welcome Mr. Butler on his arrival at Sydney (which, of course, entirely disproves the contention of a few disgruntled persons that Hargrave Air Park is in the bush!).

A thoroughly efficient organisation was rapidly evolved to cope with the motor traffic and the crowds. That this was necessary was proved by the ever-increasing number of cars which, hours before Butler was due to arrive, poured into the huge special enclosure provided for such events for the benefit of the public. By 2.30 p.m. there must have been 10,000 present, and one hour later there were fully 15,000 people besides some 2,000 cars, waiting patiently to greet the man who had thrilled all Australia by his feat.

Meanwhile various Aero Club pilots gave displays for the entertainment of the crowd, bursting balloons, flying in every position but the orthodox, and generally tearing up the atmosphere to the delight of innumerable small children.

There came a period of anxiety when a large and heavy storm approached from the North West and drenched the countryside, but fortunately this cleared up in plenty of time, so that while everyone was wetted outside, their ardour and enthusiasm was not in the least quenched.

At 2.30 p.m. three Club 'planes in formation and several of the visiting aircraft left the ground to meet Butler. Their rendezvous was Penrith at 2,000 feet, time 2.50 p.m. Punctually to the minute the tiny Comper-Swift appeared and the Club formation took up their positions in the rear, while the remaining aircraft kept bunched in, forming an imposing escort. In this manner they flew over Sydney and thence back to Hargrave, where the arrival was half an hour ahead of schedule. This caused the Club officials some anxiety, as neither Commander Gifford, Mr. Theodore nor Commissioner Childs had yet arrived. Presently, a green Verey light was fired into the air and at this signal, all 'planes except the Swift, landed. Butler, in the interval, displayed the atonishing performance of the "Swift" in a most satisfying manner, leaving no doubt in the minds of the most sceptical as to manoeuvrability, speed and climbing powers of the little 'bus'.

While this was going on, a Club 'plane was seen coming in a hurry from Mascot, bearing Commander Gifford, who was transported thence to Hargrave to represent His Excellency, the State Governor. He landed and taxied up to the aeroplane reserve. There were both Mr. Theodore and Mr. Childs, so that the tension of the Club officials was mightily relieved.

Another Verey light was fired, this one a flaming red, to signal Butler to land, which he did, with a most perfect three-pointer.

Capt. Hughes (speaking), and Hon. E. G. Theodore welcoming Mr. Arthur Butler at Hargrave Air Park. Amongst those on the platform are Lt.-Commander Gifford, A.D.C., Mrs. and Miss Theodore, Mayor of Liverpool, Capt. Burgess, and Messrs. Butler, Senr., and Rowe, M.L.A.

The next act of this historic occasion — the first overseas flight to terminate in New South Wales at Hargrave Air Park — was a slow procession past the crowd. Down the full length of the enclosure Butler slowly taxied his little 'bus, so that all might see the man and the machine.

And the crowd roared its approval in no uncertain manner. To those of us in the reception enclosure, a dim, far-away murmuring increased to a mighty roar as Butler approached. At last, the crowd, satisfied that it had really seen the object of its visit to the 'bush,' became hushed as speech after speech of welcome was launched at the tired little man who was the centre and target of it all. He and his Mother, who was even smaller than he. But what a brave pair they looked. Admiration in her eyes — a happy satisfaction in his.

The Club's President, Captain G. F. Hughes, welcomed Butler on behalf of the Aero Club, and later presented him with the Club's badge and the distinction of an Honorary Life Membership.

The Federal Treasurer, Mr. Theodore, who welcomed him on behalf of the Federal Government, said that no country in the world produced better flying men than Australia. He congratulated him on his magnificent flight, and said that it was all the more appreciated because the record was broken by an Australian.

Others who offered their congratulations to Mr. Butler included the Minister for Health (Mr. Ely) on behalf of the State Government; Lieutenant-Commander Gifford, on behalf of the Governor (Sir Philip Game); the Chief of the Commonwealth Air Staff, Air-Commodore Williams; Captain Burgess, representing the Civil Aviation Department in New South Wales; the Mayor of Liverpool; Alderman Bratchell; the General Manager in New South Wales of the Vacuum Oil Co. Pty. Ltd., Mr. H. B. Cowles; and the Federal member for the district, Mr. Rowe. Mr. Butler was also presented with an official address of welcome from Liverpool.

On the conclusion of the ceremonies, the official party was entertained to tea, and visiting aircraft operators resumed passenger flying. Indeed a very large number availed themselves of the opportunity for a flight, and the visiting pilots expressed themselves as highly satisfied with the arrangements which had been made for their benefit.

Plume Spirit and Mobiloil were used throughout the flight.

Swift Aircraft (Aust.), 74 Pitt Street, Sydney, of which Esmond B. Wilshire, A.R.Ae., S.I., is managing director, are the sole licencees, selling and service agents in Australia for the Comper Aircraft Co. Ltd. They will be glad to supply particulars to anyone interested.

Back to Childhood Dance

The Back to Childhood dance was voted by all a great success and members are asking when the next one is to be held.

During the evening Roy Rupert King was presented with the cup he had won at the Spring Pageant (1st Hargrave Handicap), and Scoutmaster S. J. Moir was also presented with his cup (1st Instructors' Race); both these members took off on their scooters, cut off at 1,000 feet and with gentle bad turns made beautiful angel kiss landings and pulled up right in front of the dais to receive their trophies from Ranger G. N. Mills. Cub G. Hemsworth was next to receive his cup (3rd Club-trained Pilots' Handicap); he took off in a Fokker, and after doing some wonderful crazy flying — sideslipped, and landed at the foot of the dais (it was a pity McL. was not present to see this wonderful display).

The "Children" were all good with the exception for a short period when Johno lost his "Fire Engine," but when he was given a few pegs he was happy for the rest of the evening.

Albury Pageant

The following Aero Club pilots and machines left Mascot on Friday, November 27, at 9 o'clock, to take part in the Albury Pageant:

GJ Ft.-Lt. S. J. Moir and Dr. L. A. Kortum.
FV T. R. Swain and H. C. Swain.
HQ E. C. Jorden and N. Rodoni.

At 9.30, G. E. Hemsworth and G. Littlejohn left in AJ to fly independently and to practise "blind flying."

At 12 noon, D. F. Collins, who could not get away in time to go with the formation, left in the Avian, HC, flying solo.

Strong headwinds were encountered and the formation did not arrive at Albury until after three o'clock. D. F. Collins landed at 6 o'clock.

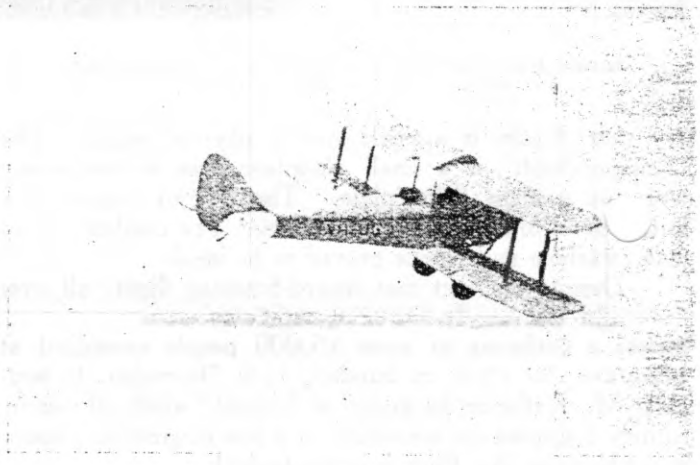
The Pageant was held on Saturday, at which, in addition to the five Club machines, Sydney was represented by the following private owners: H. De Havilland, H. F. Broadbent, J. Palmer, S. Hecker and J. Kerr, who also flew their machines down to take part.

The results of the races were as follow:

Amateur Pilots' Handicap:
1. D. F. Collins.
2. S. Hecker.
3. N. Rodoni.

Aerial Derby:
1. H. F. Broadbent.
2. J. R. Palmer.
3. D. F. Collins.

On the return trip, on Sunday, the Club machines landed at Goulburn, and were unable to proceed further owing to the bad weather. They were tied down for the night and returned to Mascot on Monday, where they arrived at 11 a.m.



"Jimmy" Broadbent in "GJ," in No. 1 Pilots' race on November 7.

AVIATION HISTORICAL SOCIETY
OF AUSTRALIA (NSW) Inc.

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Southern Skies

The Newsletter of NSW Branch
December 2001 No.348

December Meeting at the Australian Aviation Museum, Bankstown

Wednesday 5 December 2001. 7:45pm at the Australian Aviation Museum, Bankstown. The Museum is near the Milperra Road and Henry Lawson Drive intersection at the south-western corner of Bankstown Airport. Enter via Tower Road, ,en Starkie Drive.

The meeting will be a "Members' Night", with buy, sell and swap as well as the theme of "In support of Ansett". With the saga of Ansett continuing and the sorry chain of events that Howard Knox referred to at the Arthur Butler Memorial Lecture, we thought that some dedication to this famous airline and its subsidiaries would be of interest. Bring along your slides, videos or memorabilia pertaining to Ansett (and its subsidiaries) for another entertaining night. You'll also be able to inspect museum aircraft and the bookshop will be open. Visitors, of course, are welcome.

November Meeting
Arthur Butler Memorial Lecture

The guest speaker for the 19th Annual Arthur Butler Memorial Lecture was Howard Knox OAM, whose topic was "The Demise of Airlines in Australia".

Howard gave an informative account of Arthur Butler's life, including his early employment with the Larkin Aircraft Supply Company Ltd and Australian Aerial Services as well as his enterprise in designing, constructing and flying the Butler ABA. He told of Butler's trip to England to try to sell his aircraft design and the circumstances which brought about the flight to Australia in the Comper Swift, and finally the rise and fall of Butler Air Transport. A short video compiled from old DCA educational films provided an entertaining interlude. The early phonetic alphabet and Australian vernacular generated more than a few smiles and cringes.

Howard then chronicled the rise and fall or changes of ownership of many Australian airlines, including Western Australian Airways, Larkin Aircraft Supply Company, Australian National Airways (Kingsford Smith and Ulm), Australian National Airways (Holyman's), Butler Air Transport, Qantas, TAA, East West as well as the more recent examples of Ansett, Yanda, Country Connection and Flight West.

The importance of the carriage of mail and the provision of subsidies and the impact on the loss of these features was also covered.

Other issues raised were the number of airlines in Australia that are majority Australian-owned and the crisis in maintaining, let alone restoring, regional airline services. Howard believes that the current regulatory obstructions imposed by government often contribute not only to the demise of airlines, but also to the reticence by budding operators to even consider such a venture, particularly in regional areas.

This very thought provoking lecture generated a solid question time and was followed by a vote of thanks by Ian Debenham.

Air Shows and Fly-ins

Luskintyre

A fly-in organised by the Antique Aircraft Association of Australia (NSW) was held at the delightful Luskintyre airfield in the Hunter Valley on the weekend of the 27th and 28th October. Although the wind was unfavourable to some of the aircraft, there was a wide variety of vintage and sport on display. At least 12 Tiger Moths were evident, although some were in various stages of restoration. Amongst the other extremely well presented aircraft, some of the more interesting

were VH-AFX Avro Cadet, VH-REB Murphy Rebel, VH-BUB Thorp T-18, VH-WEF Stampe SV4B, VH-WIJ, -HFE, -BUM Winjeels, VH-EVI Luton Major, VH-UUR Klemm L-25d, VH-MUL Airtourer, VH-CKE Airtourer Super 150, VH-OFC Stinson Voyager, VH-COL Auster J/1N, VH-KBK Auster J/1B, VH-NEA Ryan ST3KR, VH-RSY Ryan STM, VH-LAO and VH-LRE Bird Dog, VH-RSM and VH-UPD Chipmunks, plus various Cessnas, Beechcrafts and ultralights. With plenty of space and not too many spectators, the aircraft were ideally located for the avid photographers.

Camden Airshow for Kids

Held on 4th November, this airshow was a pleasant surprise, particularly in respect to the wide variety of aircraft and reasonable prices for entry and food. There were numerous static displays and stalls (several by AHSA members) that attracted a large number of spectators, in a relaxed atmosphere. The flying display was very ordinary, but there were some relatively outstanding performances by the Edge aerobatic aircraft, A-37 Dragonfly, CA-18 Mustang, C-121C Super Constellation and, from the historical aspect, the DHA3 Drover and DH-89A Dragon Rapide. The highlight was undoubtedly the final public display of the RNZAF A4K Skyhawks in which two examples provided a noisy and spectacular performance. Unfortunately, the crowds and placement of most aircraft made photography difficult and the afternoon sun made much of the flying activity just a silhouette.

Wedderburn Fly-in

This fly-in and open day was organised by the Sport Aircraft Association of Australia at its NSW base at Wedderburn on 18th November. Marred somewhat by the weather, it was nevertheless an opportunity to see at close quarters local vintage and sport aircraft flying, on static display or under construction or restoration. Amongst the more notable examples were VH-EVI Luton Major, VH-KBK Auster J/1B, VH-PIC Tri-Pacer, VH-SBD Falco F8L, VH-BYB Globe Swift, VH-LPT Jodel D150, VH-MYN Thorp Tiger, VH-AKK Vans RV-4, VH-LDT Aeronca 7AC Champion, VH-LUT Luton Minor and VH-WRB Auster J/1B.

On the Internet

Warbirdsite.com (www.warbirdsite.com) is a New Zealand site with a particular focus on buying, selling and trading warbird parts and aircraft, aviation books and aviation memorabilia.

Randy Wilson's Aviation History Site (http://rwebs.net/avhistory) includes much information on World War I and World War II aircraft, mainly those of the United States, and quite detailed. It also includes other articles and many links to World War I and World War II aviation history sites.

Spitfire Information Worldwide (www.xs4all.nl/~amureau/index.html) states that its purpose is to exchange information, experiences and photographs of the Spitfire.

Australian Aviation History (www.jet-flight.com) is a site operated by Denis O'Brien that contains detailed information and many photographs of the Avro 707A and Avro Vulcan in Australia, and the operations of the GAF Pika. This site is well worth a look.

Evergreen Aviation Museum (www.sprucegoose.org). The Hughes "Spruce Goose" is back on display at this museum, and the website details history of this aircraft, specifications, photographs and all about the museum.

Calendar of Events

8 – 9 December 2001 Temora Aviation Museum flying weekend.
26 – 31 December 2001 Temora Aviation Museum flying days
26-28 January 2002 Temora Aviation Museum flying days
6 February 2002 AHSA (NSW) meeting, Powerhouse Museum
9-10 February 2002 Temora Aviation Museum flying days
6 March 2002 AHSA (NSW) Annual General Meeting, Powerhouse Museum
10 March 2002 Albury Airshow, Albury NSW
30-31 March 2002 Temora Aviation Museum flying days
3 April 2002 AHSA (NSW) Aviation trivia and aircraft recognition competitions
13-14 April 2002 Antique Aircraft Assoc of Aust. National Fly-in, Narrandera NSW
27 April 2002 Mildura Airshow, Mildura Victoria
28 April 2002 Federation Airshow, Nowra NSW

Supplement to *Southern Skies*
December 2001 No 348

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Double Bay Flying Boat Base..Part 1.

First an apology for the absence of Loops and Landings last month. my wife Phillipa and I were roaming abroad in Turkey and Sicily, and I arrived home too late to meet the deadline.

A high point of our trip was a visit to the battlefields of Gallipoli and its memorials. We also stopped a few days in Singapore, both going and returning, and were reminded there of another defeat for military forces that included the AIF. In fact I am always reminded of the day Singapore fell. It was February 15, 1942, my eigth birthday.

Our December meeting falls close to the 60th anniversary of Japan's entry into WWII. A full day and a half before the attack on Pearl Harbour, December 7, 1941, a reconnaissance Hudson of No1 Sqn RAAF, operating from Kota Bahru in Malaya, spotted a Japanese invasion fleet through a break in monsoonal storm clouds. Japanese troops landed at Kota Bahru a little over an hour before the attack on Pearl Harbour began.

Reading my newspaper,carrying the date of Remembrance Day, 2001, I noted that Japanese warships had sailed from their south-western port of Sasebo for the Indian Ocean. This was Japan's first military contingent, since WWII, to be deployed in support of forces involved in combat. In this instance the forces being assisted are those of the USA, Britain, Australia and others, engaged in the war on terrorism. How different to the intent of the Japanese Pearl Harbour Attack Force, under Vice Admiral Chuichi Nagumo, when it slipped quietly away from Tankan Bay in the Kuriles, on November 26, 1941.

However, the inspiration for this edition of L & L comes not from the latest but the first anniversary of Armistice Day, or Remembrance Day as it is now called. On November 11, 1919, members of The Millions Club of NSW, entertained airmen at an Aviation Luncheon, at their Rowe Street premises in Sydney. This was a significant event in the history of civil aviation in Australia. Well before the bulk of AFC members were returned to Australia, on board the Kaisar-i-Hind, in June, 1919, local entrepeneurs were setting up operations intent on the commercial exploitation of aviation. An Air Traffic Committee had been set up by the Commonwealth in February, and in May a NSW Branch of The Australian Aero Club was formed in Sydney. On October 13, 1919, Australia became a party to the Paris Convention, which set out rules for international air traffic.

The Aviation Luncheon brought together those already involved in local commercial aviation and those about to become involved. The Chairman of the Air Traffic Committee, Major General Legge, addressed the diners. Oswald Watt was introduced to the guests as *The Father of Aviation in Australia.* If the months following the end of WWI had been a period of gestation, then perhaps November 11, 1919, saw the birth of civil aviation in Australia. The following day news reached Sydney of the departure of the Vickers Vimy from Hounslow, on its way to Australia,. Thereafter, the momentum towards proper care of the civil aviation infant increased considerably. Oswald Watt, through the organisation of the Aero Club , added his voice to call for organisation of the new industry, and for the States to cede control of civil aviation to the Commomwealth.

Australia's first aviation statute, the Air navigation Act 1920, was assented to on December 2, 1920. A new branch of the Defence Department was formed, named The Civil Aviation Branch (CAB). Lt Col H. C. Brinsmead was appointed to the position of Controller of Civil Aviation, and administrative head of the CAB, on December 16, 1920. By the time Horace Brinsmead was able to report to the Air Council in July 1921, he informed them that the only operators in Australia, not in a precarious

position, were Major Brearley, Qantas, Messrs Pratt of Geelong and Lebbeus Hordern, who to that time had invested £60,000 in his aviation enterprises, (and probably had access to more venture capital than the other three put together). It seemed in 1921, therefore, that Lebbeus Hordern was in a position to be one of the founders of civil aviation in Australia. Eighty years later, it is difficult to find a cohesive account of his contribution.

My early interest in Lebbeus Hordern arose from Phillipa's anecdotes of her time as a university student during the mid fifties, when she lived in his mansion, *Hopewood House*, at Darling Point. At that time it was in the hands of a rather liberated Californian order of nuns who operated it, as a hostel for young women from the country, under the name, *Rosary Villa*. In its hey'day, when Lebbeus was in residence, a visitor recorded that, " to come into the shadowed space of its pillared entrance hall, after the sharp sunlight outside, is very much like coming into a church at which royalty is expected. One falls silent, and looks instinctively for the red carpet".

Lebbeus was born in 1891, the youngest of Sam and Jane Hordern's eight children. He was a grandchild of Anthony Hordern, a founder of the retailing emporium, Anthony Hordern & Sons. Sam Hordern died in August 1909 and when Lebbeus turned 21, in 1912, he came into a minority accumulation of £170,000, an annual income of £40,000 and a seat on the board of Anthony Hordern & Sons. In October 1912 he married Olga Monie and bought an established country house on the western side of Bowral called *Hopewood,* a name he later used for his city residence.

Lebbeus had an early interest in motor vehicles and in 1913 he purchased his late father's motor yacht, *Bronzewing V.* By 1914, *Hopewood House* was under construction at Darling Point, and nearby, on the beach at Double Bay, his latest acquisition was being assembled by the Victor Motor Works. His love of motorised transport on land and sea was about to extend to the air via an imported Maurice Farman Hydro-Aeroplane. Maurice Guillaux, who had recently arrived in Sydney with his Bleriot monoplane, was engaged to test fly the hydroplane, which he did on May 8, 1914. Following the test flight Lebbeus was taken aloft for the first time. After landing he is reported to have said, "I looked down on both sides of the machine and saw cottages below me like doll's houses. I saw the Orient liner at the Quay, and it appeared to me - I suppose we were about 1000 ft up - such a tiny thing that I felt as if I could put it in my waistcoat pocket. After the first sensations at starting I had not the least bit of fear. It was glorious to see all the harbour from that elevation. Flying is the sport for me after this".

Lebbeus soon became absorbed with aviation. When time from Guillaux's busy schedule permitted, Lebbeus received flying lessons from him, using Manly Cove for take-offs and landings. His first flight in command appears to have been on June1, after an accidental take-off during taxiing practice, with a passenger on board. He flew for some distance and landed safely.

Shortly thereafter,events in far away Sarajevo, on June28, were to change the lives and aspirations of many millions of people throughout the world. The assassination of Archduke Franz Ferdinand, heir apparent to the Habsburg Empire, set up an irreversible chain of events, involving the already tense European powers, culminating in Great Britain's declaration of war on Germany on August 4. Lebbeus's first action was to donate his hydroplane to the Australian Government. It was taken on strength at Point Cook as CFS7. When, in November, it was decided to include aircraft with the naval force for operations against Germans in New Guinea, it became, together with a BE2a, the first Commonwealth aircraft to be dispatched overseas. Lebbeus himself sailed for England in June 1915, to join the RFC. He later transferred to the Royal Field Artillery and was sent to the Somme. He was invalided back to England with shell shock but returned to the front and spent another 15 months in France. When he returned to Australia, after the war, he was more convinced than ever of the future potential of aircraft, particularly those that operated from water. Double Bay was soon to reverberate once again to the sound of aircraft engines.....**John Scott.**

AVIATION HISTORICAL SOCIETY
OF AUSTRALIA (NSW) Inc.

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Southern Skies

The Newsletter of NSW Branch
November 2001 No.347

November Meeting Arthur Butler Memorial Lecture

Wednesday 7 November 2001, 7.30pm for 7.45pm in the Target Theatre at the Powerhouse Museum. Enter from the Macarthur Street end and proceed via the entrance doors as directed. Visitors are most welcome and need not be accompanied by a member. Refreshments will be provided after the lecture.

*This year our guest speaker will be **Howard Knox OAM**, whose subject will be:*

The demise of airlines in Australia

Whilst the tragic terrorist and economic events of the past months have accentuated the fall of several overseas airlines, the demise of so many Australian airlines in recent times is no less significant. Howard will discuss these important changes to the Australian aviation scene, as well as reflect on the operations of Butler Air Transport.

Howard Knox has been involved in the aviation industry for over 40 years, including 24 years in airport management at Sydney (Kingsford Smith), Canberra and Bankstown airports. He served with the Department of Civil Aviation and its various later guises and, following the break-up of the Department in 1988, with the Federal Airports Corporation and Bankstown Airport Limited. In recent years he has been the driving force and inspiration behind the Australian Aviation Museum, Bankstown, of which he is the current President.

In the Queen's Birthday Honours List earlier this year, Howard was awarded the Order of Australia (OAM) for services to aviation and the community.

The Arthur Butler Memorial Lecture is the highlight of our annual program, so please bring your friends and join us for this important evening.

October Meeting

Our guest speaker was Sue Stafford, who was curator of the Women with Wings: Celebrating the 50th Anniversary of the AWPA exhibition, which was displayed at the Powerhouse Museum from May 2000 until February this year.

Sue displayed slides of the 33 women aviators who featured in her exhibition and which will be published in a book, co-authored with Ian Debenham. She discussed the trials and tribulations of her travels throughout Australia to photograph these women pilots, and revealed some of the tricks of the trade to provide the "just right" shot.

The photographs included portraits of Nancy Bird Walton, with a Tiger Moth at Luskintyre; Bonny Henderson, former Australian aerobatic champion; Alana Arnott, author of "Best I can Be", preparing for her helicopter flight around Australia; Joanne Mein, Roulette pilot; Jenny Houghton, hot air balloon operator and Christine Davey, Australia's first female RPT captain. To find out who the others are, you'll need to visit the exhibition in Brisbane at the Queensland Sciencentre or early next year in Melbourne, or buy the book.

Sue also provided a short biography on each of the pilot's aviation achievements – surely an inspiration to other women seeking to pursue their interests in aviation.

Air Show Report - Warbirds over Scone

The Australian Defence Force alert forced the cancellation of the RAAF 80th Anniversary Air Show at Amberley and the Nowra Air Show. However, Warbirds over Scone did go ahead, despite the absence of several advertised participants. There was still an interesting gathering of visiting and participating aircraft, including displays by the following:

Civilian:

Edge 540, which yet again disproved the laws of aerodynamics; Air Tractor water bombing display; Squirrel helicopter water bombing display; Midget Mustang, with that throaty Chev V8 engine; DHC-1 Chipmunk; and

Warbirds:

L-39 Albatros; T-28 Trojan; T-6 Harvard and the Southern Knights Harvard formation aerobatic team; Spitfire - in the markings of those used by Bobby Gibbes DSO DFC and Bar (who was also in attendance); BAC Strikemaster; Mustangs – always a crowd pleaser; A-37B Dragonfly, which put on a spectacular performance; CA-19 Boomerang, which also performed a very spirited display; Yak 50 and Nanchang CJ-6A; PC-9A Roulettes.

There was a limited static display including CA-25 Winjeel, UH-1H Iroquois, MH Broussard, Ryan STM,

Lancair, Vans RV-6, to name just a few. There were many visiting aircraft, which were parked out of bounds to visitors, but some of the more notable were 3 Beech 18s, 2 DC3s, RAAF B200, Yak 18T and more Nanchangs and Harvards, plus various marques of Cessna, Piper, Beech, Mooney and more. The show gets better on each occasion; next one is October 2003.

On the Internet

Aviation Online (http://fly.to/aviationonline) is an enthusiasts' site that provides airport and airline guides, flight information, photographs and many links from around the world.

A similar site is Gate 52 Online (www.fly.to/gate52), which claims to be the largest aviation enthusiasts' site in oceania, contains local and overseas news, regional fleet lists and photographs.

Another interesting air safety site is Aviation Safety Network (http://aviation-safety.net/index). It features accident reports, investigation reports, CVR/FDR transcripts, and a huge database of accidents and incidents listed by type, airline and country, plus military transport incidents/accidents and hijackings.

Canada's Air Force Equipment Gallery (www.airforce.dnd.ca/airforce/eng/equip_gallery/hist.htm) provides a comprehensive photo gallery and description of every aircraft type operated by the Canadian Air Force.

Keith Meggs, who is President of AHSA Inc, has an excellent site (www.ctie.monash.edu.au/hargrave/MEGGS_BIO.html) that provides a comprehensive biography with extensive reference to his days at CAC, and links to extensive detail on that organization, the Korean War and further links to RAAF and AWM historical and archival sites.

Australian Aviation History 2001
Following the suspension of services in September by airlines affiliated with the Ansett/Air New Zealand organization, all have resumed limited operations:
Aeropelican and Hazelton Airlines resumed limited services on 21 September 2001
Skywest resumed limited services on 23 September 2001
Ansett and Kendell Airlines resumed limited services on 29 September
Sunshine Express resumed services on 1 October 2001.

Calendar of Events

4 November 2001 Camden Air Show
7 November 2001 AHSA (NSW) Arthur Butler Memorial Lecture, Powerhouse Museum
10 – 11 November 2001 Temora Aviation Museum flying weekend
18 November 2001 Wedderburn Fly in and Open Day
5 December 2001 AHSA Monthly meeting Australian Aviation Museum, Bankstown
8 – 9 December 2001 Temora Aviation Museum flying weekend.
26 – 31 December 2001 Temora Aviation Museum flying days

Vale

Arthur Doubleday DFC, DSO, 13 August 2001. Arthur Doubleday joined the RAAF in 1941 and gained his wings under the Empire Air Training Scheme in Calgary, Canada. As a Pilot Officer he was sent to RAF Bomber Command in England flying Wellingtons and then Lancasters. He was posted to the RAAF's 460 Squadron, and after 30 missions flown over Germany and occupied Europe he was awarded the DFC. He later flew with 467 Squadron, then promoted to Wing Commander to take command of Britain's 61 Squadron. He flew a further 23 missions and was awarded the DSO. On return to Australia he took up the position of Regional Director Department of Civil Aviation, Queensland Region and later in NSW Region. When the Departments of Civil Aviation and Shipping and Transport amalgamated in 1974, he became the Director of Transport NSW Region, the post he held until his retirement in 1977.

Don Kendell OAM, 14 October 2001. Don learned to fly in Wagga Wagga in 1949, and in 1955 moved to England where he gained his Commercial Pilots Licence. He flew with British European Airways on DC3s and Viscounts and returned to Australia in 1959. In 1967 he established Premiair Aviation in Wagga Wagga, undertaking charter and flying training. In 1971 the company commenced ANR 203 scheduled airline services operating as Kendell Airlines between Wagga Wagga and Melbourne with Piper Navajos. As the network expanded the airline acquired DH114 Herons, Swearingen Metros, Saab 340s and ultimately Bombardier Regional Jets. The airline was taken over by Ansett in 1990 and eventually it became the largest regional airline in Australia, serving NSW, Victoria, Tasmania, South Australia, Queensland, ACT and, following the demise of Flight West, for a short time in the Northern Territory. Don was a member of AHSA (NSW) and had been a presenter of the Arthur Butler Memorial Lecture. In 1992 he was awarded the Order of Australia (OAM) for his services to aviation.