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 2002 No.353

file 2002 - 2

July Meeting

The July meeting will be held at the Powerhouse Museum on Wednesday 3 July 2002, commencing at 7.45pm. 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. Supper will be available after the meeting.

Our guest speaker will be Col King, whose topic will be:

Mustangs, Meteors, Sabres and MiG Alley – Air Fighting over the Yalu River, Korea 1950 – 1953

Col King is the author of the recently published book "Luck is no Accident – Flying in Peace and War 1946 - 1986". His talk will not only draw on his personal experiences with 77 Sqn RAAF, but will also cover the broader aspects of air fighting during the Korean War. He will also relate the experiences of pilots, including those from 77 Sqn, who were shot down and became prisoners of war.

Col is well qualified to talk on this subject. He commenced flying training at Old Bar, in a Newcastle Aero Club Avro Trainer, when just 16 years old. He began his working career as an indentured apprentice at de Havilland's Bankstown factory. Later, he joined the RAAF and graduated with pilot's wings from No. 1 FTS Point Cook. After a period of training on Mustangs and Vampires, he graduated onto Meteors and served with 77 Sqn, which was based at Kimpo, during the Korean War.

On return to Australia, he flew extensive photographic survey missions in Mosquitoes and later served on P2V5 Neptunes. On leaving the RAAF, Col enjoyed a civil flying career with a number of airlines, including Qantas, Malayan Airways and East West Airlines.

There will be copies of Col's excellent book for sale at the meeting, so please join us for what will be a most interesting address.

June Meeting

Our speaker was Warwick Bigsworth, who provided a history of the business jet in Australia. His presentation began with some statistics that demonstrated the comparatively small market of such aircraft in Australia, compared to North America, South America and Europe. Australia's business jet fleet started with the Department of Civil Aviation's HS125 VH-CAO. This aircraft was delivered in early 1965 and experienced an embarrassing wheels-up landing at Avalon in 1967. It was repaired in due course, and was sold some eleven years later to Arnold Glass, of motor racing, boat racing and Capitol Motors fame. After several other owners it was withdrawn from service in 1991 and is now owned by the Australian Aviation Museum Bankstown, where it resides, awaiting restoration.

Two HS125s were also ordered by Qantas and used for pilot training from mid 1966, and two other examples were imported by Western Australian businesses Bell Bros and Tom the Cheap grocer in 1969 and 1970 respectively. Warwick described the activities and aircraft used by other early business jet owners, including Business Jets Pty Ltd and Associated Airlines, which were major operators before the wider introduction of Learjets by the B.S. Stillwell organization in the mid 1970s.

The growth of exploration and development of the mining, oil and gas sectors was a perfect catalyst for the use of business jets to spread. The need for fast reliable transport to remote sites not served by regular public transport aircraft became greater during the days of rapid and widespread growth in the resources industry. Cessna Citations and IAI Westwinds were popular aircraft types, but not all business jets were quite the business tools as described above; there were many examples imported for dubious tax minimisation schemes and members of the so-called "white-shoe brigade" were also eager to acquire such "business accessories".

Numerous operators, including Jet Corporation, Jet Charter Airlines, Pacific Aviation, Lloyd Aviation Jet Charter, Pel-Air, National Jet, Rex Aviation, Queensland

Government Air Wing, Williams Aviation, Skywest and Bond Corporation (to name but few), were covered in Warwick's talk, which was also accompanied with a large selection of slides featuring most of the aircraft under discussion. Last, but not least, was a description of the large number of aircraft operated at various times by Hancock Prospecting. Lang must have been the aircraft salesperson's dream customer.

South Australian Air Journal

Well-known aviation enthusiast and photographer, Nigel Daw, has supplied the Society with a copy of his very informative magazine South Australian Air Journal. It specialises in all South Australian aviation matters including airline, general aviation and military news, airport movements at Adelaide, Parafield, Edinburgh and regional airports, incidents/accidents and local changes to the civil aircraft register. The Journal also features a wide range of black and white photographs of aircraft, many of which would not normally be seen on the east coast of the country.

The Journal is published four times each year and subscription is only $15 per annum including postage within Australia. To subscribe, contact the Journal Editor, Nigel K. Daw, 3 Hallam Street, Myrtle Bank, South Australia 5064.

A copy of the 30th Anniversary Commemorative Edition, along with order forms, will be available for perusal at the July AHSA meeting.

On the Internet

Missionary Aviation Fellowship (www.maf.org.au). The MAF is a Christian mission organization, which provides air transport in less accessible areas. It operates extensively in remote areas of Northern Australia, and has a large network in Papua New Guinea. The site features details of these operations as well as their world-wide activities.

Gliding Federation of Australia (www.gfa.org.au). This site provides a wide range of information about gliding in Australia with special sections for pilots, airworthiness matters, competitions, sales, clubs and the Federation itself.

Australian Aviation Heritage Centre (www.darwinairwar.com.au). This is the website of the aviation museum (of the same name) at Darwin Airport. It features details on its collection of aircraft, which includes a B52G, and an overview of many of the historical aviation events that happened at Darwin.

Official Airline Guide (www.oag.com). The OAG is a well known guide for travel planning, which features extensive airline flight schedules, airport information and flight status of individual flights.

British Aircraft Directory (www.britishaircraft.co.uk). Although this site is still under development, there is a large amount of information already available. It intends to provide information on any British aircraft ever built (a mammoth task, to say the least). For each aircraft, the directory will contain details of the specification, number produced, where preserved examples exist in the UK, and a list of websites that pertain to that aircraft. Lists of aircraft manufacturers and British aviation Museums are also provided.

Calendar of Events

20-21 July 2002 Temora Aviation Museum Flying Days
7 August 2002 AHSA (NSW) monthly meeting, Powerhouse Museum
17-18 August 2002 Temora Aviation Museum Flying Days
4 September 2002 AHSA (NSW) monthly meeting
21-22 September 2002 Temora Aviation Museum Flying Days
2 October 2002 AHSA (NSW) monthly meeting Arthur Butler Memorial Lecture
19-20 October 2002 SAAA Annual Fly-in Temora NSW – "Australian Made" theme
2-3 November 2002 Fighters Over Port. Port Macquarie NSW
6 November 2002 AHSA (NSW) monthly meeting
9-10 November 2002 Temora Aviation Museum Flying Days
13-17 November 2002 Aviex 2002. Wollongong (Albion Park) NSW
4 December 2002 AHSA (NSW) monthly meeting
7-8 December 2002 Temora Aviation Museum Flying Days
11-16 February 2003 Australian International Air Show Avalon, Vic

Electronic Version of Southern Skies

The Committee is investigating the possibility of distributing Southern Skies via Email to those with access to the internet, if they so prefer. If you are interested in receiving the newsletter in this form, please advise Warwick Bigsworth at wbigsworth@iprimus.com.au. If a sufficient number of members are interested, the Committee will evaluate the easiest format to access.

Contact

Contributions to Southern Skies are always welcome. The most expeditious way to submit contributions is direct to Ken Garland via email at garlandk@ideal.net.au, or contact Warwick Bigsworth on (02) 9872 2323 or by Email at wbigsworth@iprimus.com.au.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Some Thoughts On The Life Of Reg Ansett --- Part 2.

On Christmas eve 1981, the day following Sir Reginald Ansett's death, Australian newspapers were full of tributes to the man and his achievements. There were many from fellow aviators, and associates in the airline and racing industries, who had known him for most of his life. There is no doubt that Sir Reginald had gained the affection and respect of his peers during his long career in business. He was described as tough, tenacious, dedicated, energetic and loyal. It was universally agreed that he was a truly great Australian, and probably the last of our real aviation pioneers. Nevertheless, during the last ten years of his life he appeared to struggle with the new political environment and seemed out of step with the changing social attitudes of the seventies. Finally he was forced to confront a new breed of corporate predator.

Amongst the Christmas eve tributes there were several from individuals with whom Sir Reginald had had an uneasy relationship from time to time. There was Sir Peter Abeles, who had joined ATI's board after TNT's abortive takeover bid in1972. He acknowledged that Sir Reginald was a tough businessman but said this was one of his great characteristics. Len Coysh, then executive director of the Australian Federation of Air Pilots said , "Sir Reginald had his own inimitable style of industrial relations - resistance tempered by a considered flexibility". Ms Mary Kinsella, president of the Victorian branch of the Airline Hostesses Association was even more circumspect when she said, "I don't think the industry will be the same without him. He was always very pleasant to the hostesses when he caught their flights".

Sir Reginald had had a spectacular falling out with his air hostesses when their association called them out on strike, demanding better wages and working conditions, on March 25, 1975. At about this time Germaine Greer, a fellow Victorian and then probably the most widely known feminist in the world, was passionately advocating the rights of women. Ansett's public relations, therefore, went into damage control when their chairman publicly branded his hostesses," a batch of old boilers". Their explanation was that this was an off handed attempt at light hearted humour by Sir Reginald. But the Australian public could not reconcile the comment with their image of air hostesses, substantially generated, as it was, by airline advertising. Only a few years earlier air hostesses had been obliged to resign if they married, or reached twenty eight years of age.

When Nancy Bird-Walton was the Guest of Honour on the Seven Network Series, *This Is Your Life,* on November 28, 1976, Sir Reginald made one of his rare television appearances. In February that year, Deborah Lawrie had applied to Ansett Airlines of Australia for a position as trainee pilot and still awaited an interview. The skirmish of the previous year was obviously still on his mind. He had now to pay tribute to a very old friend, and staunch supporter of Australian women pilots. He said, "I first remember you Nancy, in that 1936 Brisbane - Adelaide air race. You fell in love with aviation back in the Kingsford Smith days and have encouraged it and been part of it ever since. A lot of fuel has been burnt and quite a few undercarriages bent since those days. But, for all that, Nancy, no one can say you have become an old boiler and I hope there is plenty more flying for you in the years ahead".

Sir Reginald's opposition to the employment of women pilots in his airline was implacable. He had once asked his manager of flight operations, "How would you like a grandmother flying your family round the country?" Why a grandmother? "Well, they could fly on to 60 and be grandmothers couldn't they?" Perhaps, in the mind of Sir Reginald, these were the *old boilers* he really feared. The proclamation of the Equal Oppurtunity Act 1977(Vic), and the persistence of Deborah Lawrie, meant more trouble ahead for Sir Reginald.

Meanwhile, in 1976, the board of Ansett embarked on a major diversification into real estate through the acquisition, in company with the Bank of Tokyo, of the shares of Associated Securities Limited. ASL had been a highly profitable company until the downturn in the Australian property market in 1974. By 1976 it had commenced to suffer significant losses. The Ansett takeover had anticipated that the downturn in property values would be short term, and accepted the asset value of land booked by ASL. However, a loss of $17.5m, including a $12m write down of property assets was recorded for the 6 months to December 1976. There was a brief return to profit in late 1977. At the AGM of ATI in November 1977 Sir Reginald informed the meeting, "I am satisfied that the investment in ASL will be a long term benefit to shareholders, even though a satisfactory dividend may be some time away".

During the next twelve months, despite an injection of about $18m from Ansett, ASL returned to operating losses with further losses forecast into the future. Now at risk was about $41m of shareholders' funds and, more devastating, about $244m of debenture-holder investments, no longer fully secured, due to falling property valuations. On February 8, 1979, a few days before Sir Reginald's 70th birthday, ASL was placed in Receivership. In order to save itself, Ansett Transport Industries had cut loose ASL in much the same way that Air New Zealand was to cut loose ATI twenty two years later. The real victims of the collapse of ASL were the thousands of ordinary people holding debentures who, in some cases lost everything. For Ansett Transport Industries this was a financial and public relations disaster. In the previous week, Deborah Lawrie, by now Mrs Wardley, had taken ATI to the Equal Opportunity Board. As this battle continued, Sir Reginald's public image was further eroded.

It had been the habit of Bob Ansett to join his father, and other ATI executives, for drinks at the end of the working week. They had frequently discussed the progress of Bob's company, Budget Rent-a-Car, and the problem it had with the airport monopoly enjoyed by Avis. At 4pm, on Friday, December 14, 1977, one hour before his announcement to the stock exchange, Sir Reginald informed his son that ATI had purchased Avis and was now a competitor. This was the start of a bitter father-son conflict that dismayed family friends and intrigued the public. By the end of June, 1979, Budget had broken the Avis monopoly, and this was seen as a further defeat for Sir Reginald.

As a consequence of the ASL debacle, ATI shares fell and the company again became vulnerable to takeover. By May 1979, a young entrepreneur from Western Australia, Robert Holmes a Court, held about 5% of ATI shares. The enemy within, Sir Peter Abeles through TNT, became an active buyer for the first time since 1972. Ampol was also a major buyer. In September, Rupert Murdoch, through News Ltd, entered the market with an eye on ATI's TV assets. After a series of meetings and stitched up deals that would have made Machiavelli proud, the financial press reported on October 31, that Sir Reginald had agreed to step down as chief executive of ATI, still remaining as chairman. The new chief executive would be Robert Holmes a Court. Incredibly the major shareholders had agreed to sell to Holmes a Court, potentially giving him 55% of ATI. However, within a month this apparent harmony had unravelled. Holmes a Court sold his shareholding to Rupert Murdoch, and when the dust had settled, News Ltd and TNT were the new joint owners of ATI. On December 12, Sir Reginald sold the Ansett family share holding for $2.5m. His recently departed, short term, chief executive had pocketed a profit of $11m from his dealings in ATI shares.

Sir Reginald seemed confused about the new position of non-executive chairman he had been offered by the new owners. And there was the further humiliation of the helicopter, in which he had, for so long, commuted between Mt Eliza and the city,being now more urgently required for TV news and traffic reporting duties. Disillusioned, and in failing health, Sir Reginald resigned from Ansett Transport Industries, the day following his 71st birthday, on February 14, 1980.....**John Scott.**

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The Newsletter of NSW Branch
August 2002 No.354

August Meeting

The August meeting will be held at the Powerhouse Museum on Wednesday 7 August 2002, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer area near the entrance. Visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting.

Our guest speaker will be **Lance Higgerson,** whose topic will be:

Reminiscences of an RAAF Intelligence Officer

Lance spent 38 years in the RAAF, joining as an AC, and retiring as a Squadron Leader. He served overseas in Vietnam and Hong Kong, and in Australia at Richmond, Perth, Adelaide and Melbourne. His duties included intelligence officer, photographic officer and special communications officer, which will provide an ample source for some of the experiences he will relate.

Many members will be familiar with Lance's name, due to his frequent photographic contributions to Australian Aviation magazine. Please join us for another entertaining evening of aviation history and nostalgia.

July Meeting

Guest speaker was Col King, who entertained the meeting with a most enlightening discussion on the Korean War, and in particular the role of 77SQN RAAF. Col introduced his topic with a very revealing description of the history and reasons behind the Korean War. This background provided a different perspective into the political and diplomatic influences of the conflict, and certainly provided far more insight than could be gained from reading the relatively few history books about the war.

77 SQN RAAF was already in Iwakuni, Japan as post-WWII occupation forces when the call came for Australian service personnel to participate in the Korean conflict. As a member of 77 SQN, Col had first hand knowledge of the conditions, expectations and difficulties that the Australian service personnel endured, so he was well equipped to describe some of the individual air-to-air and air-to-ground experiences by the squadron. Col also provided very interesting opinions on the ability and performance of the respective aircraft and their crews. He made particular comparisons between Mustang, Meteor, various models of the F-86 Sabre and the MiG 15, and also described other aircraft operated by Allied forces included Fairey Firefly, Hawker Sea Fury, B-26, and those types operated by the communist forces, such as the Yak 9, Yak 18 and Po2.

Col also described the initial battles and the movement of armed forces by the North Koreans and the Chinese as well as the United Nations forces, including reference to more familiar places such as MiG Alley, Yalu River, Kimpo and Pusan, as well as many not so well known. The terrain, weather, logistics, strategies and the enemy, were amongst the many facets of the war which Col covered.

Of particular interest to many of the audience were the stories of the aviators themselves. Col's book "Luck is no Accident", describes much of the above (and lots more about his career), but his next book, which is in preparation, will focus on the aviators and Prisoners of War. Col described some of the incredible horrors endured by POWs, a subject that is both fascinating and yet incredibly disturbing.

"Luck is no Accident" is still on sale at some Dymock's bookshops, although supplies are fairly low. The good news is that a second printing of the book should be available shortly.

Col's talk was not only very informative, but also very thought provoking as well.

South Australian Air Journal

South Australian Air Journal, which specialises in all South Australian aviation matters including airline, general aviation and military news, airport movements at Adelaide, Parafield, Edinburgh and regional airports, incidents/accidents and local changes to the civil aircraft register, is available for perusal at our monthly meetings.

The Journal is published four times each year and

subscription is only $15 per annum including postage within Australia. To subscribe, contact the Journal Editor, Nigel K. Daw, 3 Hallam Street, Myrtle Bank, South Australia 5064.

Ansett History

Fred Niven, a former Ansett employee of some 38 years, has produced a CD-ROM of the aircraft associated with the Ansett Group of airlines. And I mean every airline, every aircraft owned and every aircraft operated. The information goes right back to the fore-runners of Ansett, Australian National Airways, Airlines (WA), Butler Air Transport, Guinea Airways etc and includes all those small operators taken over or absorbed during the course of the past 70-odd years. Included is the history of each aircraft, the development of each airline, significant events, accidents and incidents, plenty of photographs and much more. For those with CD-ROM, this is an essential item for your collection. It can be ordered through the internet on the Ansett in WA website, (www.ansettinwa.org) (see below) and is priced at $25, with the proceeds going to the Make-A-Wish Foundation.

On the Internet

Ansett in WA (www.ansettinwa.org) is designed for staff and ex-staff of the Ansett Group of companies, but it also includes much other material, which would be of interest to others. The aircraft and history section leads into Fred Niven's domain (see above) and provides details for the purchase of his CD-ROM, as well as very interesting data about, and photographs of various aircraft operated by Ansett and its associated airlines. Other sections include News, Collectibles, Contacts and People.

RAAF Association (www.raafawa.org.au) provides information and contacts with the various branches of the RAAF Association. However, it's the matters associated with the Bull Creek Museum that are of particular interest. There is access to information on MMA, its history and its aircraft, and a section of the project to restore the prototype DH114 Heron.

RAAF 3 Squadron Association (www.3squadron.org.au) provides a detailed history of the Squadron, including aircraft flown, relevant books, stories from former members, campaign landing grounds and more.

All the World's Rotorcraft Directory (http://avia.russian.ee/index.html). This site provides a full alphabetical list of every helicopter type from eastern and western blocks. It also has sections on helicopter flight theory, the history of Kamov and the history of Mil. This is a very comprehensive site.

Helicopter Association of Australia (www.haa.net.au). This industry association website has comprehensive information about the organisation, services, forums, news and contacts.

Calendar of Events

3-4 August 2002
Mareeba Warbird Air Show Mareeba Queensland
17-18 August 2002
Temora Aviation Museum Flying Days
30 Aug-1 Sept
Qld Vintage Aeroplane Group Festival of Flight, Watts Bridge, Queensland
4 September 2002
AHSA (NSW) monthly meeting
21-22 September 2002
Temora Aviation Museum Flying Days
2 October 2002
AHSA (NSW) monthly meeting
5-6 October 2002
Year of the Outback Narromine Museum opening and Airshow
19-20 October 2002
SAAA Annual Fly-in Temora NSW – "Australian Made" theme
2-3 November 2002
Fighters Over Port. Port Macquarie NSW
6 November 2002
AHSA (NSW) monthly meeting Arthur Butler Memorial Lecture
9-10 November 2002
Temora Aviation Museum Flying Days
13-17 November 2002
Aviex 2002 Wollongong (Albion Park) NSW
30 Nov-1 Dec 2002
Deniliquin Apex Air Show, Deniliquin NSW
4 December 2002
AHSA (NSW) monthly meeting Australian Aviation Museum Bankstown
14-15 December 2002
Temora Aviation Museum Flying Days
11-16 February 2003
Australian International Air Show Avalon, Vic

Positions Vacant

Editor for Southern Skies.

This will have to be the last issue with me as Editor of Southern Skies. It is with deep regret that I must step aside. These days, running a small business, especially one dealing with CASA and the GST, requires considerable time dedication. At the moment I am running no less than three small businesses all associated with aviation which currently leaves me with no more time available. My time as editor has been very enjoyable and I would like to thank Jack Powell, Warwick Bigsworth and John Scott for their considerable support during that time.

Supplement to *Southern Skies*
August 2002 No 354

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

News From Mackay, Queensland.

Recent issues of Loops and Landings have moved one of our interstate members, Maxine Godley, to respond with some of her own reminiscences of Reg Ansett, and her experiences as as an Ansett employee. Maxine was one of Australia's pioneering jet-age air hostesses, flying with Ansett-ANA from 1964 to 1970. She was a member of the crew of Australia's first internal commercial jet service in October 1964, when Ansett-ANA B727, VH-RME, flew the Melbourne / Sydney route.

After Bob Ansett arrived back in Australia in 1965, Maxine recalls that all cabin crew were formally advised that Reg's son was "home" from the USA, and, when travelling on company aircraft, must be afforded the utmost courtesy. Some time thereafter, promotion of Avis by cabin crew was dropped in favour of Budget Rent-a-Car. When 'R. M.' himself was a passenger, Maxine remembers he was always seated by a window and generally slept throughout the flight, never taking food or drink. A minder sat next to him in the aisle seat, and fended off the keenest of the hostesses, who wanted to make sure he got the best possible service.

In contrast, another memory of Maxine's was standing next to Reg when they both loaded bags onto trolleys, at the back of the check-out area, during a baggage handlers' strike.

If there was a spare seat available on the Ansett-ANA helicopter, flying between Essendon and the Yarra River pontoon, hostesses were allowed to use it. Most were not interested but Maxine was a regular. Sometimes the helicopoter was on its way to the pontoon to pick up Reg and fly him home to Mt Eliza. This left either his black or yellow Cadillac available for Maxine to travel to the company office in Swanston Street. She got to know Reg's driver very well. Apparently Reg liked his old black Caddy best; it was more comfortable and the door gave better access. It may also have reminded him of the old Studebaker that started him in the transport business when he was a young "battler".

Maxine was asked to model one of three different styles of uniform as part of a new look for cabin crew that was to be introduced, with new airline livery, when Ansett-ANA changed its name to Ansett Airlines of Australia on November 1, 1968. The "mannequin" parade took place in 'R. M.'s office at Swanston Street, and he chose the style modelled by Maxine. There is a photograph much used by Ansett advertising at the time, showing a group of four hostesses in the new uniform, with DC-9, VH-CZD, in the background, freshly painted in the new livery. It is easy to pick Maxine; she is the brunette.

Maxine remembers her first flight as a hostess in 1964, which involved a "fairly out of control landing" at Mt Gambier in a Viscount 700, when the aircraft aquaplaned and burst two tyres on the port main gear. During the next six and a half years there were other dramas: fires, engine failures, bomb scares, evacuations, fuel dumps, faulty indicator lights and precautionary landings. These were interspersed with DC3 overnights in the bush, secreting of friends on flights, playing tricks on air crew, air crew playing dreadful tricks on her. "Ansett was my family, they were wonderful, simply wonderful years".

AHSA (NSW) branch first crossed paths with Maxine on a DC3 charter, flying from Mascot to Nowra on May 20, 1978. The aircraft was VH-MWQ, operated by Masling, with John Grimley in the left hand seat. Maxine was our hostess. The purpose of the charter was to visit the Southern Cross Memorial overlooking Seven Mile Beach at Gerringong. Our special guest was Harold Affleck, who spoke to us at the memorial, about his association with Smithy and his long and devoted affair with the Southern Cross itself.

The weather was not good for the Sydney / Nowra leg of our charter flight, with low cloud and heavy rain. We were forced to orbit for some time until visibility improved at Nowra. That was when MWQ started to leak! Maxine reassured us that most self respecting DC3s leaked, given similar conditions. Soon after this charter Maxine became a member of AHSA (NSW) Branch and, despite living in Mackay for the last thirteen years, has reamained a much valued member ever since.

Maxine's recent letter also had news of preparations underway to commemorate the 60th anniversary of the loss of forty lives, at Bakers Creek, 8 Kms south of Mackay, in the crash of a converted USAAF B17c, on June 14, 1943. Ten years ago, Maxine was a member of a group of locals who worked for the funding and erection of the existing Bakers Creek Memorial, and was present at its dedication on the 50th anniversary of the tragedy. This year, Professor S. Cutler and Lt General Thomas C. Waskow attended a service at the memorial. The latter is Commander United States Forces Japan, which includes the 5th Air Force based at Yokata. The former is the son of the late Captain Samuel Cutler, who was the first military commander of the US Army - American Red Cross Rest Area, which was located at Mackay at the time of the accident. Mackay had been selected for its "peaceful grandeur"to provide a refuge for GIs to rest and recuperate from the horrors of jungle warfare being waged against the Japanese to the north.During the course of the war in New Guinea, thousands of GIs were flown to Mackay, directly from Port Moresby, and returned by air after a ten day rest.

By 6am, on the day of the disaster, Captain Sam Cutler had supervised the loading of 35 returning US servicemen on board the B17c, with DATS call sign VH-CBA, and closed the door. The B17c was operated by a 6 man crew, detached from the 46th Troop Carrier Squadron, Fifth Air Force, based in Townsville. The aircraft took-off into ground fog and, after making two 90 degree turns at low altitude, crashed in flames at Bakers Creek. Only Cpl Foye K. Roberts survived. This aircraft accident was the worst suffered by the allies in the Southwest Pacific Area during WWII, and is the worst ever in Australian aviation history.

However, at the time, information about the accident was suppressed because of concerns for security and morale. Professor Cutler and Herbert Brownstein, of the National Air & Space Museum, Washington DC, have co-authored a book, "It Happened at Bakers Creek - Australia",which they hope will be published before the 60th Anniversary. By then it is also hoped to have a 137cm wing span, bronze model of the B17c incorporated in the existing memorial.

Cruel fate had not yet finished with Mackay. Seventeen years later, almost to the day, ground fog in June, at the aerodrome, was again to play its part in another aviation disaster.

The crew of Trans Australian Airline's Fokker Friendship "Abel Tasman", VH-TFB, the first of its type to operate in Australia, were anticipating poor visibility at the aerodrome when they arrived over Mackay at 8:40pm on June 10, 1960. The first approach to Runway 14 was aborted due to ground fog. A second approach, to the reciprocal Runway 32, was also aborted. The crew of VH-TFB then requested permission to hold over the top at 5000ft until visibility improved. At 10pm, Mackay Tower informed VH-TFB that ground visibility was improving rapidly and the crew responded that they would let down for another approach to Runway 32.

Ominously, in the latter stages of the aircraft's holding , VH-TFB did not follow the standard holding pattern, commencing its descent in a left hand orbit of the aerodrome and passing over Bakers Creek, as if in some portentous salute to the past. It then headed east towards the Pacific Ocean. Over the sea, and making a gentle descending turn to the right to line up with Runway 32, VH-TFB flew into the water and broke up. The Board of Accident Inquiry, despite taking evidence from 95 witnesses and examining 139 exhibits, could find no convincing proof of the cause of the accident. There was no dispute, however, that 29 lives had been lost, including those of 9 young boarders from Rockhampton Grammar School, making this Australia's worst civil aircraft accident.....**John Scott.**

THE DUCK

Hi and g'day from the North! This special edition could I suppose be called my "Swan Song", but hopefully not.

I think I can safely say, we all have a little romance in our soul, most aviators do, ask any pilot's wife, her husband would have most certainly have at least one affair (with an aeroplane of course) in his life.

So it's with the subject of this report, that I admit to being in love with a vision, that could be described as that of the ugly duckling ditty, when the duckling turns into a beautiful swan.

This vision, revealed itself to be a most magnificent "MALLARD" of the Grumman kind.

This immaculate bird/aircraft/amphibian, call it what you will, is a beauty to behold, absolutely resplendent with it's paint work glistening, and an interior so plush and trim, enough to grace any corporate lounge.

Manufactured in 1948, at Beth Page, Long Island, New York, destined for the Egyptian Air Force. It then returned to the Civil Register as a corporate aircraft and has travelled the air and seaways around the world, encompassing North America, Venezuela, The Amazon, Europe and Scotland.

Now registered as a VP-CLK, Cayman Islands, having spent sometime down south we are now privileged to have the pleasure of her company briefly, here in Cairns.

As a footnote I should add one of our members, Roger, also had the pleasure of enjoying the sight of this beautiful bird, I have no doubt you will all be hearing more of this at the next meeting at the Powerhouse Museum.

It was also a pleasure to introduce Roger to the North Queensland War Birds, also more of which you will hear in due course as we managed to fulfil one of his ambitions to fly the " *Winjeel* " on one of our formation training days.

That's all for this time, from your correspondent in the North.

Roy Fordham.

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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Southern Skies

The Newsletter of AHSA (NSW) Inc

September 2002 No.355

September Meeting

The September meeting will be held at the Powerhouse Museum on Wednesday 4th September 2002, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer area near the entrance. Visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting.

The business of the meeting will be:

The 19th Aviation Trivia Competition and 34th Aircraft Recognition Competition

This is the night that you've been waiting for. These entertaining competitions are open to all-comers, with the winners in line for book prizes in addition to the priceless Slipstream Trophy for Aviation Trivia and the very attractive Brian White Memorial Trophy for Aircraft Recognition.

Ian Dolstra, the current holder of the Slipstream Trophy will conduct this year's trivia quiz, whilst the holder of the Brian White Memorial Trophy, Warwick Bigsworth, will conduct the aircraft recognition competition.

So review your historical books and aircraft recognition handbooks and be early to secure your seat. Last year's winners are reminded to bring their coveted trophies to the meeting, to hand over to the new lucky winners.

August Meeting

Our guest speaker was Lance Higgerson, well known aviation photographer, who entertained the meeting with a very polished presentation on his career in the RAAF. He joined the RAAF as a telegraphist and retired some 38 years later as a Squadron Leader, having served in special communications, intelligence and photographic officer roles. Lance's enthusiasm for these tasks was evident, particularly when, as a keen aviation photographer, he was paid to do what he most enjoyed. He was fortunate enough to be posted to several bases that often hosted interesting visiting foreign military aircraft, and he was authorized to capture such aircraft on film.

He described his early days at Laverton, where the USAF then based U-2s and RB-57s, which were used for upper air sampling, along with the supporting C-124 Globemasters. He later served at Pearce WA, Edinburgh and Richmond, as well as overseas postings in Viet Nam and Hong Kong.

Lance provided a fascinating account of typical P3B/C Orion reconnaissance sorties over the Indian Ocean and South China Sea, a facet of aviation not often described in such frank terms. One particular story was the circumstances surrounding the tragic loss of an Orion at Cocos Island. Supporting his talk, Lance provided many colour and black and white photographs of a wide variety of aircraft. No wonder his photography is so popular with *Australian Aviation* magazine.

Ansett History

Fred Niven's excellent CD-ROM on the history of Ansett and its aircraft is available for $25. Details on how to purchase the CD-ROM are available via the Ansett in WA website (*www.ansettinwa.org*). You can order over the net, or order by mail directly to: Fred Niven, 27 Alfred Grove, Oakleigh East, VIC 3166.

On the Internet

Los Angeles International Airport Monitor (*www1.passur.com/lax.html*). This site features a live, synthetic radar display of the Los Angeles terminal area, with 6nm, 12nm, 24nm, 48nm and 96nm ranges. You can detect real aircraft arriving and departing

LAX and many transitting aircraft, with aircraft type and altitude information depicted.

Los Angeles World Airports *(www.lawa.org)*. This site contains a large amount of information on LAX, Ontario, Van Nuys and Palmdale airports, including airport facts, history, maps, master plans, airline operators and fixed base operators.

Flight Journal *(www.flightjournal.com)*. This is the web site of the well-known magazine, which specializes in rare aircraft, interesting aviation people and some remarkable stories. There is a large selection of articles from past magazines, plus information on events, a video gallery and many interesting links.

Mustangs *(www.mustangsmustangs.com)*. This site is for admirers of the aircraft and/or the car; enter the section that is of more interest to you. It contains just about everything you wanted to know about the North American P-51 series, the CAC CA-17 and CA-18 models and the Cavalier versions. There are details on all known survivors and many images.

Milairpix *(www.milairpix.com)*. This site is devoted to military aviation photography with images taken at some of the major airshows in the United Kingdom.

Arthur Butler Memorial Lecture Reminder

Mr Tom Watson will present this year's Arthur Butler Memorial Lecture, which will be held at the Target Theatre, Powerhouse Museum on Wednesday 6th November 2002, commencing at 7.45pm. Tom, who was awarded the Royal Aeronautical Society Australian Division's inaugural Lawrence Hargrave Award in 1999, is well known as one of the founders of the agricultural aviation industry and was particularly involved with Aerial Agriculture Pty Ltd. He also flew with Guinea Air Traders, and an extract from his paper about that airline, which was presented to the Royal Aeronautical Society, featured in "Loops and Landings" in the March 2002 issue of Southern Skies. Tom's lecture will cover his experiences in aviation through World War II, his period with Guinea Air Traders and his later involvement with Aerial Agriculture.

Calendar of Events

30 Aug-1 Sept Qld Vintage Aeroplane Group Festival of Flight, Watts Bridge, Queensland
21-22 September 2002 Temora Aviation Museum Flying Days
2 October 2002 AHSA (NSW) monthly meeting
5-6 October 2002 Year of the Outback Narromine Museum opening and Airshow
19-20 October 2002 SAAA Annual Fly-in Temora NSW – "Australian Made" theme
2-3 November 2002 Fighters Over Port. Port Macquarie NSW
6 November 2002 AHSA (NSW) monthly meeting Arthur Butler Memorial Lecture
9-10 November 2002 Temora Aviation Museum Flying Days
13-17 November 2002 Aviex 2002 Wollongong (Albion Park) NSW
30 Nov-1 Dec 2002 Deniliquin Apex Air Show, Deniliquin NSW
4 December 2002 AHSA (NSW) monthly meeting Australian Aviation Museum Bankstown
14-15 December 2002 Temora Aviation Museum Flying Days
11-16 February 2003 Australian International Air Show Avalon, Vic

PNG Reunion

The PNG Aviators Annual Reunion, Club Balus, will be held on Saturday 19th October 2002, at the Irish Club, Brisbane. Contact Gerry Hudson (07) 3880 1386 or at Sunstate Airlines, Brisbane.

Research Assistance Wanted

John O'Connor is researching material for a book and would like to contact anyone who served on Qantas Catalina, Liberator or Lancastrian aircraft between 1943 and 1947. John can be contacted at PO Box 454 Kingsgrove NSW 1480, or (02) 9502 4708 or via email *johnnyoconnor@bigpond.com.*

Fred Niven, of Ansett CD-ROM fame, is always endeavouring to clarify conflicting information. He is trying to ascertain the definitive date for the change of name from Airlines of N.S.W. to Ansett Airlines of N.S.W. "Flypast" quotes it as July 1968, whilst another source suggests 1st December 1968, and a timetable dated April 1969 still quotes "Airlines of NSW". Any more definitive information would be gratefully received by Fred, at 27 Alfred Grove, Oakleigh East, VIC 3166.

News

News items, other contributions or requests for information etc for inclusion in the newsletter can be sent to AHSA (NSW) Inc at P.O. Box K346, Haymarket NSW 1238 or to Warwick Bigsworth via Email *(wbigsworth@iprimus.com.au)*.

Supplement to *Southern Skies*
September 2002 No 355

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Mystery Of The Missing Meeting.

This edition of Loops and Landings has in mind members who are generally unable to get to meetings.The absence of the April newsletter was explained in the May newsletter. However, I suspect that details of the April meeting this year are missing from the records of our newsletters and may remain a mystery to some.

If you had received the missing newsletter, the introduction would have read something like:-

"The April meeting will be held on Wednesday April 3, 2002, at City Tattersalls Club, 198 Pitt Street, Sydney at 6:00 for 6:30pm. AHSA (NSW) Inc members and guests have been invited to attend the Royal Society of NSW AGM at which the President, David Craddock will present an address on:-

ANTIPODEAN AERONAUTICA

December 17, 2003 will mark precisely one hundred years since the first powered, controlled, sustained, heavier-than-air, human flight. A few months ago, on September 11, 2001, air travel was suddenly stopped throughout the USA. Although only a temporary grounding, the effects have been far reaching. Aviation has figured very prominently in so many aspects of life during the past century and is now an appropriate subject for review. This address is concerned with some of the aeronautical ventures in Australia during the nineteenth century. The events discussed include both the elation due to success and the all too often desolation of failure, with particular emphasis on Australia and its position in relation to Europe.

As the subject matter for this address has been extracted from research notes for an article proposed for 2003, the period will extend only to the end of 1903. For almost this entire period, aviation was really for the birds ; for much of the populace it was a joke. Several of the events to be described exemplify the public's perception of human flight in the 1800s and beyond."

You can now understand why the committee, when it received this invitation, agreed unanimously to forego the pleasures of the Aviation Trivia and Aircraft Recognition competitions, traditionally held in April, and head off instead to the *Sydney Room* at City Tatts.

On arrival at the *Sydney Room* it was immediately apparent that we were the guests of a society with very strong links to the history of scientific endeavour in Australia. In March we held our 38th AGM, but the meeting agenda of the Royal Society of NSW informed us that it was about to conduct its 135thAGM together with its 1105th Ordinary Monthly Meeting.

The NSW Government Year Book, published 100 years ago, provides ample information about railways, roads and bridges, tramways and shipping. There is not a hint that aerial navigation is even a sparkle in the eye of Lawrence Hargrave. However, it does provide the following information about the the Royal Society of NSW.

" In a young country such as New South Wales, where most of the people are engaged in the development of its material resources, the existence of a leisured class, or one devoted to the pursuit of science, is hardly to be looked for. Nevertheless it is satifactory to find that the higher aims of science are far from being neglected. As far back as the year 1821, a scientific society under the title of the Philosophical Society of Australasia was founded in Sydney, and after experiencing many vicissitudes of fortune was transformed in 1866 into, and afterwards incorporated under the title of, the Royal Society of NSW."

It is a matter of interest that the Royal Aeronautical Society was founded in the same year, January 12, 1866, by the Duke of Argyll, as the Aeronautical Society of Great Britain. In fact Lawrence Hargrave presented the first of his papers on aeronautics to the Royal Society of NSW on August 6, 1884, and was first mentioned in publications of the Aeronautical Society in 1892. He was made a life member of the latter society in 1897, and presented a paper to it on box kites in 1899. There is an earlier, though somewhat tenuous, Australian connection with manned flight, through the Royal Society and a man dear to our hearts, forever remembered by the naming of the Australian Aviation Museum Bankstown, Sir Joseph Banks. The Royal Society of London was founded in 1660 and received its charter from Charles II in 1663. Joseph Banks was a Fellow of the Royal Society when he

was botanizing around Botany Bay in 1770, and by1778 he was its President. The following year, he sealed the fate of several of my forebears by recommending Botany Bay, to a committee of the House of Commons, as a satisfactory site for a penal colony. During1783, Benjamin Franklin, then U.S. minister in Paris and also a Fellow of the Royal Society, corresponded with Banks about the Montgolfier brothers' experiments with unmanned balloon flights. The first manned flight was accomplished later that year on November 21.

But to get back to the April meeting, where we were contemplating the historic environment in which we found ourselves. The City Tattersalls Club was formed by a group of Sydney bookmakers in 1895. The building the Club now occupies was opened in 1924, erected on the site of a Cobb and Co coach terminus. And yet the most sensational event in the Club's long history to date, involves a woman pilot.

Amy Johnson arrived at Darwin aerodrome on Saturday May 24, 1930, after an arduous and eventful solo flight from England. Amy then embarked on a period of her Odyssey during which the Australian public almost loved her to death. She could have been seriously injured in her spectacular landing accident when she arrived at Brisbane's Eagle Farm aerodrome on May 29. She was literally dragged from the wreckage of "Jason", and hauled to the dias where her welcome proceeded as if nothing much had happened. Further public engagements followed in Brisbane before she was flown to Sydney, six hours in the "Southern Sun", on Wenesday June 4, to a tumultuous welcome at Mascot. It was then off to lunch as guest of the Millions Club at the Australia Hotel, finishing that evening at an AFC Association ball at the Wentworth Hotel. The next day the largest gathering of women ever seen in Sydney welcomed her at the Town Hall. On Friday the ever increasing crowds were massed outside the City Tattersalls Club where she was the guest of honour. An exhausted Amy was encouraged to climb up and stand on the balustrade of the first floor balcony of the Club, where she balanced precariously, much to the delight of the crowd below. I spared a thought for Amy's ordeal while we awaited David Craddock's address.

David opened his address with a 1751 fictional reference to manned flight in the antipodes found in Robert Paltock's " The Life and Adventures of Peter Wilkins", subtitled "Shipwrecked at the South Pole". We were then introduced to the early colonial astronomers followed by the thoughts of Francis Forbes, 1843, and Dr William Bland, 1851, on dirigibles. We were taken through the period of early balloon ascents in Australia, starting with the abortive attempt by Pierre Maigre in the Sydney Domain on December 15, 1856, that resulted in the death of an 11 year old, Thomas Downs, now resting in St Stephens graveyard at Newtown. After dealing with balloon ascents, and parachute descents, David moved on to the work of Lawrence Hargrave. We are indeed fortunate to have David, a practicing aeronautical engineer with an ability to clearly illustrate and interpret the technical details of Hargrave's research, and now poised to promote Antipodean Aeronautica next year, during the centenary of manned, heavier-than-air flight.

During his talk, David made reference to a Mr A.H. Burnet, whose demonstration of a Flying Machine at the Chowder Bay Pleasure Grounds, on Boxing Day, 1894, before a crowd of 13,000, was a failure. The aircraft itself had, "four huge outstretched wings, each of which was some thirty feet in length". It employed a long, down sloping launching rail, directed towards the indicated destination of the flight at South Head. The power plant was a large cylinder which occasionally emitted "steam" during the long wait to launch time in the late afternoon.On later inspection of the wreckage, it was discovered that the "steam" was really smoke from burning bracken in the cylinder. In his latest " Man and Aerial Machines", Trevor Boughton reprints newspaper clippings from June 4, 1903, about the invention of a flying machine by a Mr A. Barr, then residing in Western Australia. Barr claimed that his machine was capable of lifting 1000 tons at a speed of 100mph. He offered the Defence Department the rights to his invention for £1,000,000. Thus Antipodean Aeronautica progressed through science fiction, true science, show biz and finally a dodgy ,Western Australian entrepreneur!.... **John Scott.**

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of AHSA (NSW) Inc

October 2002 No.356

October Meeting

The October meeting will be held at the Powerhouse Museum on Wednesday 2nd October 2002, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer area near the entrance. Visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting.

The theme of the meeting will be:

Members' night – What is your special interest in aviation?

Perhaps an inspiration for the meeting is that the 8th October 2002 is the 100th anniversary of the first fully controlled flight of the modified Wright Glider (No. 3). Orville Wright carried out the flight, which took place near Kitty Hawk, NC, after the brothers had improved the original design by installing a rudder and linking it to the wing warping. They were now convinced that this demonstrated the efficiency of their system for maintaining equilibrium and confirmed that their previous design calculations were correct. Before the end of 1902, they were already at work on the general design of a new machine which they proposed to propel with a motor!

Fourteen months after this successful glider flight, on 17 December 1903, Orville made the first manned powered flight in the Wright Flyer. Numerous events are proposed for 2003, the Centenary Year, mainly in the USA, but also in Australia through the Royal Aeronautical Society, Australian Division.

A video on the Wright Brothers will be shown at the meeting, and you are welcome to bring in your favourite piece of aviation memorabilia, but not slides or videos on this occasion.

Buy, sell and swap will be in operation, and copies of Bruce Winley's excellent book "Aussie Moths" will be available for $15 each.

Committee Meeting

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

September Meeting

The 19th Aviation Trivia competition was conducted by Ian Dolstra, who provided another set of curly questions covering a wide range of aviation material. The winner, and now holder of the prestigious Slipstream Trophy, was John Scott. Some of Ian's questions are included at the end of this newsletter, and answers will be provided in the November issue.

Warwick Bigsworth conducted the 34th Aircraft Recognition competition, with 100 slides of a wide variety of modern and vintage, civil, military and museum aircraft. Aircraft featured included the Grumman Cougar (both the GA-7 and the F9F-8), Buccaneers manufactured by both Blackburn and Lake, P47 Thunderbolt and A10 Thunderbolt II, Albatrosses by both Beriev and Grumman, Argus by Fairchild and Canadair, plus a few interesting types such as the NAMC YS-11A, Swearingen Merlin IIB, Fairchild Packet, Avro 504K, Aeronca Champion, Lockheed F-94 Starfire, Howard 250, and many more.

Winner of the very attractive Brian White Memorial Trophy for Aircraft Recognition was Roger Kennedy. Runner up was Robin Mead, and winner of the President's Trophy was Ian Dolstra.

On the Internet

OzFlight *(www.ozflight.com.au).* This excellent Australian site provides an industry directory, airline fleets, charter operators, flying schools and an aircraft registration and type search. There are frequent news page updates and interviews on very topical aviation matters and plenty of recent photographs.

Holcomb's Aerodrome *(www.angelfire.com/va2/aerodrome).* This site provides access to information on many early aircraft types, with special sections on the Pioneer Years, the

Great War and the Golden years. Some of the aircraft types include those manufactured by Bleriot, Benoit, Curtiss, Nieuport, Sopwith, Northrop, Boeing, Douglas, Fokker and many other vintage models.

The Airshow *(www.opencockpit.net/).* This site specializes in the Golden Age of Aviation, between the end of WWI and the beginning of WWII. It features pages on barnstorming, air races and flying circuses, and has a dedicated section about all models of Stearman aircraft.

ExecJet Encyclopaedia
(http://website.lineone.net/~execjet/bizindex.htm).
For basic information on just about every type and model of business jet ever built, this site provides a wide range of photographs and design information.

PlanePictures.net *(www.planepictures.net).*
This site describes itself as the German aircraft and aviation picture database. It is in English and features over 50,000 photographs of airliner, and to a lesser extent, general aviation and military aircraft.

Aviex 2002

This year's Aviex 2002 general aviation exhibition will be held at Albion Park aerodrome from 13th to 17th November 2002. The first three days are dedicated trade days, whilst the last two are public days. In addition to many general aviation aircraft on flying and static display, of particular interest will be the appearance of several Antonov aircraft from the Ukraine Republic. These will be a re-launched Antonov AN-2 bi-plane, the AN-32P firebomber, the AN-38-100 regional airliner and the AN-74 passenger or cargo jet aircraft. Whilst not actually an airshow, demonstration flights are programmed to be carried out by many of the above mentioned aircraft.

Arthur Butler Memorial Lecture

Another reminder that the November meeting will be the Arthur Butler Memorial Lecture, this year presented by Tom Watson, who will speak about wartime and post WWII experiences.

Calendar of Events

5-6 October 2002 Year of the Outback Narromine Museum opening and Airshow
19-20 October 2002 SAAA Annual Fly-in Temora NSW – "Australian Made" theme
2-3 November 2002 Fighters Over Port. Port Macquarie NSW
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14-15 December 2002 Temora Aviation Museum Flying Days
25-26 January 2003 Temora Aviation Museum flying days
9 February 2003 Tasmanian Bicentennial Airshow, Devonport Tas
11-16 February 2003 Australian International Air Show Avalon, Vic

Special Thanks

Special thanks are due to Ken Garland, who has edited, printed and distributed Southern Skies for several years. As he advised in the August issue of the newsletter, Ken's other business commitments now preclude him from carrying out this time-consuming task. Thanks must also be extended to Jack Powell, who has assisted Ken in this task. We are most grateful for their past contributions.

Trivia Questions

The following are a selection from Ian Dolstra's Aviation Trivia competition.

(i) Which airline, prior to the start of WWI, had carried over 10,000 passengers and had made 1,588 flights?
(ii) If I had landed as a passenger at Treasure Island in a Boeing 314, in which city would I be?
(iii) Which was the first foreign airline to open a passenger service to Australia?
(iv) Herman Goring offered Luftwaffe pilots a reward for the capture, dead or alive, for which well-known air gunner/observer serving with the US 8th Air Force?
(v) What type of aircraft was used to represent the Lady Southern Cross in the Ken Hall film, "Smithy"?

Answers next month.

News

News items, other contributions or requests for information etc for inclusion in the newsletter can be sent to AHSA (NSW) Inc at P.O. Box K346, Haymarket NSW 1238 or to Warwick Bigsworth via Email *(wbigsworth@iprimus.com.au).*

Supplement to *Southern Skies*
October 2002 No 356

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Last Lancastrian.

During a talk in 1995, about his experiences flying for Qantas immediately after WWII, the late John Morton said, "Of all the aeroplane types I flew, the Lancastrian was the one I most enjoyed flying. Whether it was the loud purr of those four Rolls-Royce Merlins, or because it was so strongly and well built, or the fact that it was not so docile as the DC-3, DC-4 or L1049 Super Constellation, I don't know. Going through a cumulo-nimbus, the Lancastrian seemed to just shrug its shoulders, saying, " Toss anything at me, I can take it." It is now fifty years since the last of the Australian registered Lancastrians was scrapped. John Morton, left the following notes on Australian operated Lancastrians with our life member Jim Cowan, who was his navigator on several of the inaugural service flights.

"After many months of planning and agreement with BOAC for joint operation on the Kangaroo Route, the first Lancastrian, of a fleet of five for Qantas, (G-AGLS/T, G-AGLW and G-AGLY/Z), arrived in Sydney under the command of Capt Russell Tapp on 17 April 1945. A second arrived under the command of Capt O. F. Y. (Frank) Thomas, who also flew the first westbound service to Hurn, from Mascot, on 2 June. The first eastbound service arrived at Mascot on 4 June, 1945 under the command of Capt Bert Hussey. En route stops were Darwin, Singapore, Karachi and Lydda on a planned overall time of 63 hours.

Also, probably in early June 1945, these Lancastrians commenced flights across the Indian Ocean to Ceylon, relieving the Catalinas which had inaugurated the epic service, and the Liberators. When the Catalinas were withdrawn on 1 July, 1945, the Lancastrians had already made 46 crossings. This service, famous for its reliability, was marred by only one incident. On 23 March, 1946, with ten people on board, Lancastrian G-AGLX, under the command of the very highly respected Frank Thomas, who was Flight Capt of the type at that time, mysteriously disappeared over the Indian Ocean at a location approximately 690 miles north west of the Cocos Islands.

Qantas acquired four Lancastrians for use on other services and these were placed on the Australian register as VH-EAS/Tand VH-EAU/V. VH-EAT was used, under my command, for the first BCOF courier service to Japan on 16 December, 1947. One result of this expansion was the need to transport relief engines to places all over the network. Appropriate staff, led by our first university qualified Aeronautical Engineer, Ron Yates, set to work. By 17 May, 1949, VH-EAV had been modified by the use of a huge pod to fit over the 2500 HP Wright Cyclone engine of the Constellations, and the1450 HP Pratt & Whitneys of the Skymasters, when positioned in the bomb bay. VH-EAV earned the nickname *The Pregnant Pup*. I was in command of the first flight of *The Pregnant Pup* from Mascot, with First Officer Cec Zuber, Radio Hugh Kerans and, as observer, the proud and confident Ron Yates. DCA insisted we all wear parachutes,in spite of the fact that if anything did go wrong aerodynamically it would happen so quickly that no one would have time to evacuate. In my mind elevator control was the only possible problem. This was likely to affect the take-off run, which was always a concern because of the need to control the torque of four Rolls-Royce Merlins.

Things did go wrong, but fortunately nothing serious. On the last stage of the take-off run I felt that the aileron control was a 'little sloppy", with a tendency to over control. Not far into the climb I noted that we had no airspeed indication, and not too long after that R/O announced that he had no radio. When Ron Yates suggested that we carry on to find out what we could, I squashed the idea as useless without any airspeed indication. I carried out several circuits over the aerodrome as it was the only way to let the the people below know we had problems. With almost two years of flying and instructing on the Lancastrian, landing without airspeed was not one of the procedures covered. When the time came to land, about forty minutes after take-off, there was certainly a sight to behold. On both sides of the runway, at intervals of about two hundred yards, there were so many fire engines

that we could not count them. On taxiing back to the hangar, there was a great crowd of the "powers that be", and all and sundry. One lasting memory is of the chief engineer, Dudley Wright, constantly saying, "I told you so",apparently having noted that the aileron droop was not normal. There were many red faces because the pitot and static lines had been crossed. I have forgotten the reason for the radio failure.

Eventually, DCA became interested in the operation of the Lancastrian and on 8 November, 1951, I was required to carry out a test flight on VH-EAV with their "boffin boys"observing and timing the take-off procedures. Similar tests were made, using VH-EAU on 22 November and 6 December, from which it was understood that our DCA informed the British Registration Authority that, in their opinion, the Lancastrian should never have been approved for civil aviation. The reason given was the torque from all four engines making it impossible to control the aircraft in the event of a failure of the critical outboard engine during take-off. Also on 22 November, 1951, Bill Crowther issued a directive to the effect that I was to continue to supervise the Lancastrian operation, and endeavour to ensure the utmost reliability of the type, until their use was discontinued. Captain Keith Thiele and Ian Denver were to be utilised solely for Lancastrians with Captain Thiele to be put in charge under my direction.

On 31 January, 1952, using VH-EAT, I was in command of the initial service into Cocos , via Essendon and Guildford, in support of the RAAF Construction Sqn, which was upgrading the strip for the eventual South African service to Johannesburg. With me were Captains Thiele and Denver. On return, via Singapore and Darwin, I suggested to the Operations Manager that it would be much safer to use a Skymaster. The last time I flew a Lancastrian was on 13 February, 1952. In the Flight Staff Disposition List of 1 May,1952, a Lancastrian service still showed Captains Thiele and Denver and four First Officers. Engineering records show that the last Lancastrian was scrapped in August, 1952.

On 7 April, 1949, I was with Capt Furze, who was carrying out an obligatory flapless landing in VH-EAS, during a training session at Parkes. He landed too far along the runway to enable a go-around because of power and telephone lines just outside the aerodrome boundary. We both applied pressure on the never very efficient brakes, almost coming to a halt by the end of the runway. A ground loop to the left was made at a very slow pace, and would have been quite OK but for a shallow spoon drain. The port wheel travelled easily over the drain but the starboard wheel "jumped" to the far side, breaking the undercarriage leg on impact.The aircraft came gently to rest on the outboard engine nacelle.Then something reminiscent of an old Mack Sennett comedy commenced. Looking out of my starboard window, I noted a very small fire had started at ground level on the inner side of the outboard engine. Calling for the only fire extiguisher on board, I managed to slide through the side window and down to the scene of the fire. The extinguisher failed to dowse the fire mainly because of the extreme difficulty of getting the nozzle under the nacelle.

Then I was covered in foam from a large extinguisher being wastefully used by an aerodrome employee over the top of the nacelle. By the time I could get him around to where I was kneeling his extinguisher was exhausted. This was exactly half of the fire fighting appliances at the aerodrome. The other extinguisher did not work. A fire engine from a nearby RAAF base was requested and arrived fairly promptly. The fire was still very small. The fire-officer on the engine had a look of absolute astonishment and disbelief on his face when, asking for the water source, he was told there was none. He then requested a water cart from his base, and thus occurred the only tragic part of this odd exercise. On the way to the aerodrome the water carrier was involved in a serious accident and I was led to believe, but never did confirm, that the driver of the other vehicle was killed.

There we were - with a very small fire burning and no way to extinguish it. There was no sand available, and the surface surrounding the aircraft was so hard a pick could not penetrate the earth. I had a couple of willing volunteers who went back into the aircraft to bring out all personal belongings etc. It was safe to do so for probably the first two of the many hours it took for the fire to slowly spread and eventually consume the whole aircraft".....**John Morton. 1910 -1997.**

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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Southern Skies

The Newsletter of AHSA (NSW) Inc

November 2002 No.357

November Meeting

The Arthur Butler Memorial Lecture

The November meeting, featuring the 20th Arthur Butler Memorial Lecture, will be held at the Target Theatre, Powerhouse Museum on Wednesday 6th November 2002, commencing at 7.45pm. Enter from the Macarthur Street end via the main entrance doors and the Target Theatre is to the left of the foyer area. Members are encouraged to invite guests, and any other visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting, and members are requested to bring a small plate of finger food.

The guest speaker will be:

Mr Tom Watson

The Post World War II Struggle for re-establishment of Civil Aviation in Australia

We are privileged to have as our guest speaker, Tom Watson, who is often known as the father of aerial agriculture in Australia. Amongst other things, he was the founder of Aerial Agriculture Pty Ltd, which in its day, was the largest business of its type in Australia, and at one stage operated the world's largest civilian fleet of de Havilland Canada DHC-2 Beaver.

Tom began flying in the 1930s and saw service in both the Royal Australian Navy and Royal Australian Air Force in World War II. He flew as a member of an RAF Lancaster Squadron being trained for action against Japan at the end of the war, and was later sent to Germany as part of the occupying force. After the war he joined Guinea Air Traders, and in 1952 formed Aerial Agriculture Pty Ltd. Guinea Air Traders was primarily a cargo operator in New Guinea in the late 1940s, but also carried out migrant flights from Europe to Australia, the adventures of one were described in the March 2002 issue of Southern Skies.

In 1999, he was awarded the Royal Aeronautical Society Australian Division's inaugural Lawrence Hargrave Award for his achievements and contribution to aerial agriculture.

Please join us for what should be a most enjoyable and entertaining evening.

Why the Arthur Butler Memorial Lecture?

Several members have enquired as to the origins of the Arthur Butler Memorial Lecture. Arthur Butler really requires no introduction. He is, of course, well known as the founder of Butler Air Transport and in 1931 he flew a Comper Swift from England to Australia in the record time of 9 days and 2 hours. In the 1970s, the then Secretary of AHSA, Roger McDonald, invited Arthur to speak at one of the Society's monthly meetings.

Arthur Butler's presentation left an indelible impression on all those in attendance, and it was a keen talking point for many months to come. It was decided, therefore, to invite Arthur to be the Society's first Honorary Life Member, which he accepted. After suffering a stroke, he donated several valuable personal items, including route maps used during his flying in Australia, to the Society. These items are retained in the Association's archives, currently at the Australian Aviation Museum, Bankstown.

Following his death in 1980, the Society considered ways in which Arthur could be honoured, and Society member, Greg Banfield suggested that an annual lecture should be so named in his memory. This year the Society is proud to present the 20th annual Arthur Butler Memorial Lecture.

October Meeting

The October meeting featured the theme of "one's favourite aviation pieces" and commemorated the centenary of the Wright Brothers first controlled flight in the Wright Glider (mark 3). Of particular interest was the showing of a video, from the SBS *As it*

Happened television series, of the life and times of Wilbur and Orville Wright. Excellent vintage footage of the brothers' early attempts to fly and their successful development of the gliders and Wright Flyer were in the video.

Bryan Clayton provided some very interesting anecdotes about his youthful years during World War II when he was a member of the Air Training Corps. Bryan displayed a model of a Spitfire, which was made during those years, and is one of his favourite pieces of aviation memorabilia.

On the Internet

Chandelle – A Journal of Aviation History *(www.concentric.net/~Rojo1/).* This excellent website is a forum for original essays, reviews, photographs and artwork related to the less familiar aspects of aviation history. It is published three times per year, and exotic articles include, in the current issue, Aviation and Indonesian Independence, and, from the archives, Tragedy in the Congo 1960 – 1967.

Dash 7 Homepage *(http://members.aon.at/~slenz/dash7.html).* This very detailed site is dedicated to this interesting aircraft manufactured by de Havilland Canada, featuring its history, specifications, operators, uses and many photographs of this versatile aircraft, including the two former Australian registered examples.

Canadian Aviation Museum *(www.aviation.nmstc.ca/).* This comprehensive site features all the aircraft of the Canadian Aviation Museum, the history of each aircraft and many photographs.

DPTS Association – The Geneva Aviation Website *(http://dptsassociation.homestead.com/).* Whilst this site focuses on Geneva, it provides much information on other European airports. One of its most interesting features is the Links page.

World Aviation Museums *(www.bb62museum.org/airmus.html#us).* This features a very comprehensive list of hundreds of aviation museums throughout the world. The listing includes the museum address, hours of operation, aircraft on display and web links.

Books

Copies of Bruce Winley's excellent book "Aussie Moths" will be available at the November meeting for the sale price of $15 each.

Aviex 2002

This year's Aviex 2002 general aviation exhibition will be held at Illawarra Regional Airport, Albion Park, from 13th to 17th November 2002. The first three days are dedicated trade days, whilst the last two are public days. In addition to many general aviation aircraft on flying and static display, of particular interest will be the Australian debut of several Antonov aircraft from the Ukraine Republic. They include the 52 passenger AN-140 turbo-prop regional airliner and two versions of the AN-74 jet aircraft.

The Antonov AN-74-TK-200 is a 52 passenger or 10 tonne freighter aircraft with two jet engines mounted on top of the wings, giving it extraordinarily short take-off performance. The AN-74-TK-300 has a similar layout, but has its engines on pylons under the wings.

A two-day seminar will also be a feature of Aviex. The seminar, on 14th and 15th November, will include eight speakers who will present subjects including "Bush Fire management and the use of fixed wing an helicopter aircraft", Aviation Insurance, Application to Risk management to Aviation, and the Historical Aircraft Restoration Society.

Bob Corben, of Aviex 2002, has generously donated entry passes for use on the trade days (Wednesday 13th to Friday 15th November), and these will be available at the Society's November meeting.

Help Wanted

Fred Niven, who compiled the excellent Ansett CD-ROM, is still seeking clarification about the name change from Airlines of NSW to Ansett Airlines of NSW. Whilst the authoritative "Flypast" quotes the name change in June 1968, it would appear that the Ansett prefix was not used until a year later, although Annual Reports and Timetables for the next few years used either, or a combination of both names. It was not until 1972 that Ansett Airlines of NSW was used in all publications.

If you can provide any positive, or more revealing information for Fred, please contact him at 27 Alfred Grove, Oakleigh East. Victoria 3166.

David Eyre is seeking information, on behalf of Peter M. Bowers, regarding the Curtiss OX-5 engine from the Curtiss Ireland Comet G-AUFH, later VH-UFH. It is understood that the engine ended up in a boat, and Peter is wondering whether any of our readers had a photograph of this, or any other boat with an OX-5 engine.

David is also seeking a photograph of Kingsford Smith's Southern Cross with the registration G-AUSU thereon, rather than VH-USU.

David can be contacted at 35 Benwerrin Crescent, Grasmere. NSW 2570

Calendar of Events

2-3 November 2002 Fighters Over Port. Port Macquarie NSW
9-10 November 2002 Temora Aviation Museum Flying Days
13-17 November 2002 Aviex 2002 Wollongong (Albion Park) NSW
23-24 November 2002 Gathering of the Moths, Fly-in Mt Beauty Vic
30 Nov 2002 Deniliquin Apex Air Show, Deniliquin NSW
4 December 2002 AHSA (NSW) monthly meeting Australian Aviation Museum Bankstown
7-8 December 2002 Queensland Vintage Aircraft Group Fly-in, Watts Bridge Qld
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9 February 2003 Tasmanian Bicentennial Airshow, Devonport Tas
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6 April 2003 West Sale Airshow West Sale Vic
18-20 April 2003 SAAA National Convention Wagga Wagga NSW
19-20 April 2003 Temora Aviation Museum flying days
25-27 April 2003 AAAA National Fly-in Temora NSW
26-27 April 2003 Centenary of Flight Airshow Nowra NSW

Answers to Trivia Questions in October Issue

(i) DELAG (Deutsche Luftsschiffahrts AG)
(ii) San Francisco
(iii) KNILM (Koninklijke Nederlandsche Indische Luchtvaart Maatschappij)
(iv) Clark Gable
(v) CAC Boomerang

Vale

George Redding, who was the editor of the RAAF 36 Squadron Bulletin, passed away in early October 2002. George was posted to 36 Sqn during 1942, when it operated DH84s, DH86s, DH89s, DC-2s and later borrowed USAAF Douglas aircraft. His research for the Bulletin, which mainly pertained to 36 Sqn during World War II and the Korean War, was highly regarded, and his efforts will be sincerely missed.

News

News items, other contributions or requests for information etc for inclusion in the newsletter can be sent to AHSA (NSW) Inc at P.O. Box K346, Haymarket NSW 1238 or to Warwick Bigsworth via Email *(wbigsworth@iprimus.com.au).*

The Cessna Citation – from Ian Debenham

Several meetings ago Warwick Bigsworth gave us the benefit of his research into business jets in Australia to the accompaniment of slides of the various types that have roared around our skies whether on business or just acting as a status symbol for the 'white shoe brigade'. I found the information quite fascinating. Not especially surprising for one whose life is the gathering and dissemination of information about aircraft and other forms of transport. Also fascinating for me is the way one gathers information either formally or as an aside in a conversation. Frequently this latter form of information gathering draws out the trivial but then, trivia has a fascination all its own and the Society certainly celebrates this fact once a year.

In my travels gathering material and information for the Powerhouse and the Australian Aviation Museum I come across some notable trivia that must be shared. It has a certain "Jean Sequoia" (for those French speakers) that causes it to stand out above other trivia. One such recent acquisition comes into this category and I have no alternative but to share it with you.

I took a call from a Mr Valentine who wished to donate a collection of framed aviation prints to the Australian Aviation Museum at Bankstown. Upon inspection, the collection was worth preserving and so the seal was set on the donation. As is necessary with such matters the conversation revolves around the provenance of the collection, especially the person who collected the material together. In this case the collector of the prints was Mr Valentine's father-in-law, one Derek Vaughan. Mr Vaughan had had a long career in aviation before his passing and the section of his career relevant to this story was his employment at Cessna in the US from 1970 to 1982 where he rose from the position of General Sales Manager –

International in the Citation Division to become its Vice President and General Manager.

When one thinks of aircraft names such as Cessna Citation, Cessna Cutlass or Cessna Cardinal one would be forgiven for thinking that the naming, in this case, owed its selection to nothing more than alliteration and a search for a suitable connotation for the alliterated name. I presume that "Cardinal" refers to the bird and not the religious type! However, imagine being told that "Citation" as in Cessna Citation was named after a famous American racehorse. Mr Valentine even had the prints of Citation the horse to prove the association although these prints were not part of the donation.

Having been taken aback by this fascinating piece of trivia it was necessary to learn more of Citation the horse. For those who want to read a more complete account of Citation's career I can recommend http://horseracing.about.com/library/blcitation.htm. However, Citation made a name for itself as a two year old in the US in 1947 winning eight of nine starts. He went on to continue that amazing performance as a three year old and won nineteen of twenty starts. His performance was compared to the famous Man o' War and the conclusion to the internet article states "But one thing is for sure: Man o' War and Citation stand head and shoulders above the other great Thoroughbreds of the 20th Century".

It thus seems obvious that the name "Citation" would attach to the Cessna biz jet a sense of the thoroughbred amongst those who could make the connection between the name and the horse. I guess that horseracing may be as fashionable amongst American corporate heads as it is in Australia. But I am guessing that it became the bizjet's name as a marketing ploy and I may be wrong.

I will have to keep my ears open for that next conversation that may contain the piece of trivia that will answer that question.

Supplement to *Southern Skies*
November 2002 No 357

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Slipstream Trophy
For Proficiency In Aviation Trivia
A Short Biography

I have traced Slipstream's ancestors back to Baron Anson of Soberton, who so successfully served as first lord of the Admiralty, (from 1751 to 1756 and again from 1757 until his death on June 6, 1762), that he has long been regarded as "father of the British Navy". George Anson was born into an aristocratic family on April 23, 1697. He entered the Navy in 1712, and became a captain at the age of 26. During the War of Jenkins' Ear, (Captain Robert Jenkins claimed to have been mutilated by Spaniards who boarded his ship in 1731), George was sent on an expedition of reprisal against Spanish possessions in the Pacific. In the course of this action, from 1740 to 1744, he sailed around the Horn, up to Chile, across the Pacific to Macao and back to England via the Cape of Good Hope, thus circumnavigating the globe and doing the Spanish considerable mischief along the way. Not a bad ancestor for Slipstream to have, considering the hopes held, at the time of her creation, for a career in maritime reconnaissance!

It was from grandfather Alliott that Slipstream inherited the first part of her family name. Alliott Verdon Roe was born on April 26, 1877, the fourth child in a Manchester doctor's family of seven. He left school at the age of fourteen to learn surveying in British Columbia. He worked at several subsequent jobs until, in August 1902, as third engineer on the African Royal Mail Steamer S.S.*Inchanga* , he was inspired by the flight of an albatross. From that time Alliott joined the ranks of the early aviation pioneers, and was a proponent of the tractor type, propeller driven aeroplane. Since the helical airflow from a propeller became known as the slipstream, it seems right that the subject of this biography should also be named Slipstream. Alliott, with the help of his father, and brother Humphrey, registered A.V. Roe and Co on January 1, 1910, to commercialise the design and construction of aeroplanes - and so the Avro company was born.

Soon after A.V. Roe and Co was founded, Alliott employed Slipstream's creator, Roy Chadwick as his personal assistant and draughtsman. Roy Chadwick was born on April 30, 1893, into a family of engineers stretching back five generations. He graduated from the Manchester College of Technology and joined Avro at the end of 1911 as an eighteen year old.. It has been said that Alliott 'fathered', rather than employed, Roy Chadwick. During 1912 the War Office ordered a series of machines from Avro, after they developed the Type 500 biplane design. Avro wrote, offering this design to the Australian Goverment, at the end of 1912. Harry Broadsmith also joined the company in 1912 . The future links between Avro and Australia were already being forged.

During 1913, the Avro Type 504 emerged with considerable design input from Roy Chadwick. Squadron Commander Arthur Bigsworth of the RNAS, to whom our secretary Warwick Bigsworth is related, flew to fame in a 504B on May 17, 1915, when he tried to intercept zeppelin LZ.39 over Ostend. By then, Harry Broadsmith was also heavily involved in design and manufacture, and it was he who merged all previous modifications of the type into the ubiquitous 504K. Many AFC pilots trained on the 504K. Harry Broadsmith and the AA&ECo erected and manufactured 504Ks in Sydney, immediately post WWI, and supplied them to private operators, including Qantas, and also to the RAAF. At about this time Smithy was using a 504K for stunt flying in California. When he returned to Australia in 1921 he was again in the cockpit of a 504K giving joy rides to the people of country NSW.

In 1920 Bert Hinkler joined Avro and gained a high reputation as a test pilot. Both the Type 534 Baby and Type 581 Avian are associated with the early long distance solo flights of Bert Hinkler, particularly the first solo flight from England to Australia in 1928. At this time Alliott sold his interest in

Avro, to the Armstrong Siddley Development Group, and joined S E Saunders Limited of Cowes.

1928 was also the year of the Pacific crossing by the Fokker FVII-3m, 'Southern Cross'. The Fokker FVII-3m flew for the first time in 1925 and was chosen for several noteworthy flights. It was because of this high profile that, in 1928, Avro acquired the British licence to build the Fokker FVII-3m, starting a design evolution that eventually produced Slipstream. Roy Chadwick modified the design which resulted in the Avro Type 618 Ten. Following completion of the Australia -England flight in the 'Southern Cross' on July 8, 1929, Smithy and Ulm went up to Avro in Manchester to discuss their order for 5 Avro Tens for Australian National Airways. Avro produced 14 Avro Tens and sold 7 to Australia. Smithy's re-acquaintance with Avro led to his introduction to long distance solo flying, in Avro Avians, (England-Australia 1930, and Australia-England 1931).

Roy Chadwick produced several variants of the Avro Ten including the Type 642, the two engined version of which still retained a close resemblance to the Ten. The further development of the Type 642 led directly to the creation of Slipstream, and her thousands of sisters, 'Aggie', 'Faithful Annie' etc. Slipstream owed her existence to a specification, for an aircraft, sent to Avro in April, 1933, by Imperial Airways for feeder line work. Roy Chadwick met this requirement by using a scaled down Fokker wing in a low wing, twin-engined configuration; the Type 652. Imperial Airways placed an order for 2 Type 652s in April, 1934. The prototype flew for the first time on January 7, 1935. Coincidentally the Air Ministry notified Avro of their requirement for a twin-engined landplane for coastal reconnaissance duties. This specification was met by a new design study of the Type 652, designated Type 652A. The prototype 652A flew for the first time on March 24, 1935. Almost immediately the RAAF became interested, and on November 11, 1935 an order for 33 Ansons was placed with Avro. It is a coincidence that from about the start of this design evolution which lead to the Anson, the Australian magazine 'Aircraft' added the words 'Incorporating Slipstream' to its front cover. Eventually the RAAF took delivery of 1028 Ansons, the majority of which were used in the training role during WWII. Slipstream was just one of those Ansons, and it can be assumed that she gave good and faithful service during her life in Australia. The cause and date of her passing remain a mystery.

We must now join Nigel Apperley who spoke to me from the shores of Lake Kutubu, in the Southern Highlands of Papua New Guinea, where he is currently in charge of a couple of Bell Long Ranger helicopters. Nigel told me that, many years ago, he was doing a bit of aviation archaeology around that Golgotha of WWII Australian aircraft, Tocumwal. And there he recovered the only known fragment of Slipstream, a badly twisted piece of aileron, with its birth certificate attached. From this he read, "Boeing Aircraft Co of Canada Ltd, Avro Type 652A, Serial No 1547, 15/11/40". Slipstream obviously had a North American connection, at least as far as her ailerons were concerned.

When Nigel won the Trivia Quiz for the first time in 1989, he was so overcome that he mounted the aileron fragment on a polished wood base, with an appropriate brass plaque attached, and donated it to our society as 'The Slipstream Trophy' for future trivia competitions. The first winner of the trophy was David Eyre, in 1990. If you have read this issue of Loops & Landings this far it will be no surprise to learn that I am the current holder of 'The Slipstream Trophy', for proficiency in aviation trivia. I also searched the www for any other Slipstream Trophies out there. Members of The Hickling Broad Sailing Club, in Norfolk in the U.K., also compete for a Slipstream Trophy on the beautiful Norfolk Broads, not too far from where our past president David Sparrow ,(1986-87),now resides.

There is perhaps one last thing you should know about The Slipstream Trophy, which is a mounted fragment of aileron. Slipsteam's creator, Roy Chadwick died in the crash ofAvro Tudor 2, G-AGSU, during a test flight on August 23, 1947. Overnight there had been modifications carried out and the aileron cables were replaced. However, the new cables were reconnected incorrectly. G-AGSU had just become airborne when control was lost. Was Slipstream, by yielding up her own aileron fragment, trying to remind Nigel Apperley of the loss of her creator, who was one of the world's great aircraft designers? There is more to 'The Slipstream Trophy' than meets the eye!!..... **John Scott**.

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of AHSA (NSW) Inc

December 2002 No.358

December Meeting

Australian Aviation Museum Bankstown

The December meeting will be held at the Australian Aviation Museum Bankstown on Wednesday 4th December 2002, commencing at 7.45pm. The Museum is near the Milperra Road and Henry Lawson Drive intersection, at the southwestern corner of Bankstown Airport. Enter via Tower Road and Starkie Drive. Visitors are most welcome and need not be accompanied by a member, and supper will be available after the meeting.

The theme of the meeting will be:

A Glimpse of New Zealand Aviation

A video, featuring the 1992 Auckland International Air Show, will be shown. Buy, sell and swap will be available, and there will access to the Museum display and the bookshop. There are several new additions to the Museum since our last meeting at this venue.

November Meeting

Arthur Butler Memorial Lecture

Guest speaker for the 20th annual Arthur Butler Memorial Lecture was Tom Watson, whose topic was: `The Post World War II Struggle for Re-establishment of Civil Aviation in Australia'.

The title of Tom's lecture was perhaps misleading, because his presentation proved to be far more comprehensive, and no doubt even more interesting than the title suggests. Tom talked about his youthful days and the events in his life that guided him to serve initially in the RAN and later the RAAF.

His family had a strong bond with the land in Victoria and Western Australia and several family members were also involved in engineering. These factors provided a firm basis on which Tom's various careers in aviation evolved. Tom's interest in aviation developed when he was about ten years old, and at the age of sixteen, he became a junior member of the Royal Aero Club of Western Australia, where he was able to get hands-on experience on aircraft. His passion for aviation does not appear to have diminished ever since.

His failure to pass a colour-blindness test precluded him from flying in the RAAF at the outbreak of World War II, but following a period in the RAN where he learnt more engineering skills and met a helpful doctor, he was later able to join the RAAF, in which he served for five years. He related many interesting stories about this phase in his life.

Following the war, he worked for Qantas for a short time, before teaming up with two others to join Guinea Air Traders. His recollections about some of the individuals and the aviation events of this period were immensely entertaining; lucky there was no CASA in those days! During this time in his career, Tom met Lionel Van Praag, who also undertook migrant flights and later flew for Tom after Aerial Agriculture Pty Ltd was established. The involvement of a Greek Café owner, who persuaded GAT to undertake migrant flights from Europe to Australia, was another revelation, perhaps not recorded in other aviation reference material. It was suggested during the lecture, that this facet of Australian aviation history is worthy of a substantial study and publication in an appropriate journal.

Tom's next challenge was aerial agriculture, for which he was well equipped because of his understanding of the land, mechanics and aviation. His company, Aerial Agriculture Pty Ltd, started off with converted Tiger Moths and grew to be one of the largest companies of its type in the world. The company also became involved in aerial survey, aerial baiting, seeding and fire fighting. At the conclusion of his lecture, Tom showed a video of aerial agriculture in Australia, which although produced in the early 1960s, provided an excellent historical record of the many types of aircraft used in the industry.

I'm sure that all those who attended were enthralled by Tom's impressive career and most entertaining lecture.

Qantas Founders Outback Museum

In the June 2002 issue of *Southern Skies*, we mentioned the donation of a B747-238B (VH-EBQ) by Qantas to the Qantas Founders Outback Museum. The big day was Saturday 16th November, when the aircraft made its final flight and flew into Longreach, much to the delight of hundreds of spectators. The aircraft had been delivered to Qantas on 6th December 1979, and since this time had carried about 5.4 million passengers and flown about 82 million kilometers.

The Qantas fleet of now includes only one B747-238B remaining in its mainline fleet of about 116 aircraft, plus one on lease to Air Pacific, both of which are due to be retired next year.

On the Internet

Avweb – Columns
(www.avweb.com/toc/columns/html)
This is part of the comprehensive Avweb site. On these web pages, Avweb's columnists provide a wide range of articles about many facets of aviation. They include reminiscences of ex-Air America aircrew; the future of General Aviation, flying tail-draggers, and the Whyalla Airlines accident.

Aerofiles *(www.aerofiles.com)*
Sub-titled as "American Aviation from 1903 to 2003", the site claims to be the internet's largest and most comprehensive non-commercial research and reference about the United States' contribution to aeronautics. It is indeed an enormous site featuring every component of American aviation.

Historic Wings *(www.historicwings.com)*
Another US site – with a substantial amount of material in the research section, Aviation Archives, as well as extensive photo galleries. There are also detailed accounts of several major events, including the Battle of the Bismarck Sea, and Chuck Yeager and the breaking of the sound barrier.

Historic Aircraft Profiles
(http://members.aol.com/k5083/profiles.htm)
This is a collection of original colour profile views of historic aircraft, mainly from Canada. Profiles include North American Mustangs of the RCAF, Canadian built Hawker Hurricanes, Fokker E.Vs and D.VIIIs, and preserved Sea Furies around the world.

Black X – The Australian Connection
(http://members.ozemail.com.au/~fiveds/me262.html)
This is the story of Australia's unique Me262A-2a. The site gives a detailed account of the world's only example of this model of the Me262, which resides in the Australian War Museum. This is a most interesting piece of history!

Missing Book?

At the November meeting, Nancy Bird Walton believes that she picked up an additional copy of "Aussie Moths" in error. Anyone who is missing his or her copy should contact Ian Debenham or Warwick Bigsworth, and we'll arrange for its return.

Airnews Queensland

We have recently received a copy of this A5 size publication, with the current issue containing 40 pages. It is published 6 times per year and contains news sections on airlines, general aviation, military, warbirds, vintage aircraft and museums. There are movement reports at Brisbane's airports, other Queensland airports, and to a lesser degree other Australian airports. It also has a number of photographs and a calendar of events.

Subscription is $22 per annum (including GST and postage within Australia). To subscribe, send a cheque or money order, payable to Bert van Drunick, at: Airnews Queensland, 12 Jasmine Place, Morayfield QLD 4506.

Aviex 2002

This much-heralded event was held at Albion Park Airport during mid-November. It was a great disappointment, not only due to some inclement weather on the trade days, but also the non-appearance of most of the advertised line up of aircraft. There were no Antonovs, no large range of general aviation, agricultural, warbirds or business aircraft. There were no real flying displays, and I understand that the little flying activity carried out on the public days was subject to close scrutiny by CASA.

In the exhibition marquee, there were some interesting displays, with stands occupied by organizations including CASA, Airservices Australia, AusSAR, Padstow TAFE, UWS, UNSW, Hawker Pacific, Pilatus, Aviation Trader, Australian Aviation and, perhaps the most intriguing, the agents representing the manufacturers of a single-engine turbo-prop version of the Trislander. Overall, the numbers attending would have been a disappointment. The organizers might need to re-think the wisdom of selecting Albion Park as a venue.

Help Wanted

Keith Titmuss is seeking any photographs of Mirage IIIO A3-77, which flew with 77SQN RAAF. The former CO of 77 Squadron, the late Vance Drummond often flew the aircraft, and his widow has sought any such photographs through Keith.

If you can assist, Keith can be contacted on (02) 9890 5810.

Calendar of Events

30 Nov 2002 Deniliquin Apex Air Show, Deniliquin NSW
7-8 December 2002 Queensland Vintage Aircraft Group Fly-in, Watts Bridge Qld
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26-27 April 2003 Centenary of Flight Airshow Nowra NSW

Vale

Group Captain John Cunningham CBE, DSO and 2 bars, DFC and bar, DL, the famous British test pilot, passed away on 21 July 2002. Our Cairns correspondent, Roy Fordham has sent this tribute:

I am sure all who remember the name and some of the history of John Cunningham, will feel, as I do, a sense of loss and sadness at the news of the death of an icon of the aviation world. From my own personal experience, he was not only a gentleman, but also a gentle man.

Some of our members may recall a video tape that I brought in to one of our members photo and film presentation evenings. It involved an encounter that for me was quite incredible, an undeniable pleasure and I feel a great privilege, and all from a chance, surprise encounter.

The location of this event was the de Havilland Mosquito Museum, which also features many other de Havilland aircraft, at Salisbury Hall, Ridge, near St Albans, Hertfordshire, England.

John Cunningham was the President of the DH Moth Club and was a regular figure to be seen at the Museum, strolling very unobtrusively amongst visitors and staff members, as he was on the day of my very fortunate meeting with him.

Being absorbed in my surroundings and in awe of all the many exhibits on display, I can honestly say it took but a split second to realise that walking toward me was this man who had been instrumental in shaping some of aviation's exciting history.

My natural instinct, in all modesty, is not to be rude and forward, but to hell with all that when a chance in a million like this presents itself, so forward I went to face this treasure of a man, to be greeted with the loveliest smile and warmest hello; I shall never forget that smile.

I introduced myself and expressed my admiration for what he had achieved during his flying career, to which he thanked me in a most humble way that my admiration of him increased a thousand fold, I nervously asked if he would mind if I recorded our conversation, to which he replied, and I quote, "Gosh!! Of course not; I'd be delighted". Isn't that just the perfect English gentleman?

The results of that video tape many of you will have witnessed, and I'm sure enjoyed nearly as much as I did, and the photos I have taken with him whilst discussing the 'Queen Bee' will be treated as treasure trove in the Fordham household, a treasure not to be buried, but certainly viewed often.

Rest in peace John Cunningham, you will have found a warm welcome in the great hangar in the sky, of that there is no doubt.

News

News items, other contributions or requests for information etc for inclusion in the newsletter can be sent to AHSA (NSW) Inc at P.O. Box K346, Haymarket NSW 1238 or to Warwick Bigsworth via Email *(wbigsworth@iprimus.com.au).*

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Supplement to *Southern Skies*
December 2002 No 358

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Circumnavigation of Tasmania.

At the eleventh hour of the eleventh day of the eleventh month, Phillipa and I were on our way to Sydney Airport, preparing to leave a city which was reflecting on the loss of life in past wars and in more recent acts of indiscriminate terrorism. We were booked on Flight QF 1714, operated by QantasLink - Impulse Airlines, to Launceston, departing from Qantas Domestic Terminal 2. That is , apparently, the new title for the old Ansett facility.

Currently there is not much to indicate that Ansett ever operated from Sydney. At the gates allocated to Regional Express there was a neat row of SAAB 340s with one, still in the markings of Kendell Airlines / Ansett, providing a small reminder of the past. My thoughts went back to February 5, 1986, when AHSA NSW Branch members met in Ansett's Group Lounge at the Terminal as guests of the airline. We had come to celebrate Ansett's Golden Anniversary. The previous year, on February 23, Don Kendell's first SF 340 landed at Wagga, after a record- long ferry flight from Linkoping. The ghosts at the T2 (Sir Reginald Ansett) Terminal remain.

But it was time to board Boeing 717-200, VH-IMP. The front door entry enabled a glimpse into the cockpit. An array of colourful screens indicated advanced technology systems in abundance. It was apparent that navigation of VH-IMP would be very precise during the 100 minutes it would take to get to Tasmania.

We had planned a sort of circumnavigation of Tasmania, as far as the existing road system would allow. To get some idea how previous navigators went about their work, we paid an early visit to the Queen Victoria Museum at Royal Park, Launceston, where the touring exhibition *Matthew Flinders* was on show. In October 1795, with George Bass in the *Tom Thumb*, Matthew Flinders traced the Georges River about 32 Km further inland than previously explored and reported favourably on the area. Governor Hunter later explored the area himself and, on January 1, 1798, gazetted the new settlement of Banks Town - named in honour of Sir Joseph Banks. On October 7, 1798, Matthew Flinders set out from Sydney in the *Norfolk*, again with George Bass, to determine whether a strait separated the mainland from Van Diemen's Land. By January 3, 1799, they had circumnavigated Tasmania. Governor Hunter named the newly discovered strait after George Bass.

There is another room at the museum dedicated to just one exhibit, which joins the name Flinders with aviation. This is the Dessouter II, VH-UEE, *Miss Flinders*. She was flown from the UK during January - February 1932 and purchased soon afterwards by Laurie Johnson. Johnson traded as Flinders Island Airways, operating a service between Launceston and Flinders Island. Because this service competed directly with the Launceston based Holyman's steamer service to Flinders Island, the Holyman family was galvanised into putting Victor Holyman's dream of operating an airline into practice. Holyman Brothers Pty Ltd was formed and purchased a DH83 Fox Moth, VH-UQM, *Miss Currie*, in September. On October 1, 1932, a twice weekly service from Launceston to Flinders Island was commenced. Within a few weeks, Laurie Johnson merged his operation with the Holymans to form Tasmanian Aerial Services Pty Ltd. *Miss Flinders*, therefore, is a very historic aircraft indeed.

The museum credits a report on the aircraft, contained in the AHSA Journal, published in the early 1960s, for the rescue of *Miss Flinders* from a hangar in outback NSW. She was returned to Launceston, restored and put on display at the airport in 1966. In recent years she has been in the care of museum conservators. It is planned to place *Miss Flinders* on permanent display at the new section of the museum at Inveresk, which incorporates the old buildings of the Launceston Railway Workshops.

David Craddock's research, ref *Wood Wire and Calico* , 1989, suggests that the earliest

recorded heavier than air flight in Australia was possibly made at the Strachan family property *Bonnington,* near Cambridge, Tasmania, during 1868. Richard Strachan was the builder and pilot of a crude glider, with wings covered in green silk, which flew momentarily and then crashed into a drain. Strachan rebuilt the glider with larger wings and made some sort of flight, witnessed by a Mr. Buchanan. There is another Australian aerial first associated with Tasmania - the crossing of Bass Strait, by Arthur Long in a Boulton & Paul P.9, flying from Stanley to Torquay in Victoria, on December 16, 1919. And yet, possibly the most remarkable contribution to the pioneering development of aviation in Australia, and internationally, has been made by a few individuals, born in an area between Devonport and Campbell Town, and all claimed by Launceston. This elite group includes Captain Victor Holyman, distinguished naval aviator during WWI and pioneer of the Bass Strait Air Sevices, Sir Ivan Holyman, founder of Australian National Airways, Sir Wilmot Hudson Fysh who, with Paul McGinness, founded Qantas, and Harold Charles Gatty, born on January 6, 1903, at Campbell Town.

To gain a perspective on the contribution made by Harold Gatty to the science of air navigation, and the pioneering of airline routes across the Pacific Ocean, a reading of Bruce Brown's biography, *Gatty Prince of Navigators,* 1997, is recommended. Members may also recall Ian Debenham's talk, *The Development of Pan Am and Its Battle for the South Pacific,* given at our meeting on November 2, 1988, and *The Gatty Memorial Lecture,* given to the Australian Institute of Navigation on July 24, 1958, by Captain Brett Hilder, and reproduced in *Southern Skies* , starting from No 318, April, 1999.

The year 2003 is packed with significant commemorative aviation dates. For many reasons it is likely that the centenary of Gatty's birth will go, largely unrecognised, at least in Australia. Enquiries in Launceston and Campbell Town suggest that there is no significant celebration of the man and his achievements currently being planned. On the other hand the celebration of the centenary of Amy Johnson's birth, on July 1, is likely to be a highlight of the year, both here and in the U.K.

Harold Gatty died in Suva, Fiji, on August 30, 1957. Towards the end of his memorial lecture the following year, Captain Brett Hilder mentioned the famous Gatty library of navigational books, possibly the best in the world, housed in heated cupboards to keep out the tropic dampness. He hoped that the collection might be acquired by the Mitchell Library. He also mentioned that the citizens of Campbell Town had opened an appeal to erect a memorial to Gatty. There is now a small park in Campbell Town dedicated to Harold Gatty. The memorial itself is placed centrally in the park and consists of a tall column surmounted by a globe, with a model of the *Winnie Mae* flying overall. A bronze plaque reads, "This monument is to honour the memory of Harold Gatty who in 1931 won world fame as an air navigator after his record -breaking flight with Wiley Post in the *Winnie Mae.* During the second world war as a Group Captain in the RAAF he was Director of Air Transport for the Allied Forces in the Pacific Area. Born at Campbell Town 1903-died at Fiji 1957. This memorial was constructed by the Hobart Technical College. J. C. O'Brien Warden, 1960". The Australian American Association commemorated the 50th anniversary of the flght of the *Winnie Mae,* (June 23 to July 1, 1931), by unveiling an additional plaque at the memorial on July 1, 1981. This 50th anniversary plaque, in honouring Gatty, includes the wording, "He was the pioneer of the Pacific Air Route Pan American Airways, 1941, and founded The Fijian Airways. He was given special permission to serve in the U.S. Army Air Service during Second World War and was decorated by Act of Congress, United States of America with the Distinguished Service Cross".

In the High Street at Campbell Town there is another bronze plaque, placed during the Tercentenary of Tasmania, celebrated in 1942. It is dedicated to the memory of "Commander Abel Jans Tasman, who annexed and named this island Anthony Van Diemen's Landt, December 3, 1642". Abel Tasman was born in 1603.Thus Tasmanians will have two great navigators to honour next year! But it was Gatty who translated the hard won skills, of ocean navigation, to navigation of the air. He would be well satisfied with the navigational systems on board our Boeing 717-200.....**John Scott.**