



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

February 2003 No.359

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February Meeting

The February meeting will be held at the Powerhouse Museum on Wednesday 5th February 2003, 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.

The theme of the meeting will be:

A Little More of New Zealand

This year is the 100th anniversary of the first powered flight by the Wright Brothers. But was it really the first? Many New Zealanders believe that Richard Pearse was the first to fly a powered aircraft on or about the 31st March 1903. A group of dedicated Pearse supporters in Auckland have been building a replica of Pearse's aircraft and intend to fly it on 31 March 2003. We wish them the best of luck. New Zealand has had more than its share of interesting aircraft operations, so the February meeting will also feature a video of the operations of Straits Air Freight Express (SAFE), which flew Bristol 170s and A-W Argosies. Buy, sell and swap will also be available, so please join us for another entertaining evening.

Committee Meeting

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

December Meeting

The December meeting was held at the Australian Aviation Museum Bankstown. Members and friends were able to view the aircraft of the museum, which included several new additions since our last meeting at Bankstown. The Mirage III and the Luton Major attracted quite some attention, as did the bushfire that raged on the other side of the Milperra Bridge. A video of the 1992 Auckland International Air Show, was shown. It featured some magnificent flying displays, which were interspersed with scheduled movements at the airport. It would appear that the

Kiwi aviation regulators have a much more relaxed attitude about flying displays in the vicinity of crowds than their Australian counterparts.

On the Internet

NZAir (www.nzair.co-ltd.com)

This New Zealand enthusiasts' site contains all aspects of New Zealand aviation, including news, photographs, aircraft movements at major NZ airports and a message board.

Heathrow and Gatwick Airport Movements

(www.lhr-lgw.pwp.blueyonder.co.uk)

Whilst this site is focused on enthusiasts' matters in the United Kingdom, it does have some very interesting links; in particular, to a wide variety of aircraft registers from around the world.

Complete Historic Register of Netherlands New

Guinea (<http://landewers.50megs.com/JZ.html>)

In 1949, when the Dutch East Indies became Indonesia, civil aircraft in the western part of New Guinea used PH- markings until 1954 when Netherlands New Guinea was assigned the JZ-prefix. This was retained until the colony became part of Indonesia in 1963. The complete JZ- register includes a large number of aircraft that had a prior or later connection with Australia.

Aeropubs - Australasian Aviation Archive

(www.aeropubs.org)

This site seems to be still under construction, however it already features some very fascinating and historically important photographs relating to Australasian aviation. The DC-5 on the home page is an eye catcher for a start!

Boeing Photo Store (www.boeingphotostore.com)

Boeing describes this site as one that offers aviation enthusiasts the ability to view and purchase high quality contemporary and historical aviation and aerospace related photographic prints. The images are culled from the consolidated archives of the many companies that are now operating under the Boeing

name: McDonnell, Douglas, North American, Stearman and Hughes.

From the Bookshelf

Escape from North Korea – The Ron Guthrie

Story by Col King and Ron Guthrie

On 29 August 1951, Ron Guthrie was “Tail-end Charlie” in a flight of eight Meteor fighters of 77 Squadron RAAF patrolling over the North Korea Chinese border. Attacked by 40 Russian MiG jets, Ron sent one plummeting earthwards just as another of these fighters shot off his tail.

Ejecting at 39,000 feet and 600 miles per hour, Ron took 30 minutes to descend into what turned out to be two years of misery, danger and deprivation as a prisoner.

This book chronicles many previously untold stories of Ron and so many of his companions during the dreadful trials of interrogation, torture, escape attempts and survival at temperatures down to minus 50 degrees Celsius. It bears testimony to the triumph of the human spirit in extreme adversity.

The book also tells of 77 Squadron’s involvement in the Korean War, including the training, comparisons with other aircraft and combat accounts by Russian pilots.

This is a “must read” book.

The book is available at AHSA (NSW) meetings at a special price of \$25. It can also be purchased direct from the authors for \$30 (inc postage and packaging). Contact Col King at 4 Evans Street, Pymble NSW 2073, or Ron Guthrie at 36 Curzon Street, New Lambton NSW 2305.

Dakota News

This UK publication is the Newsletter of the Friends of the DC-3. It contains much detailed information about current and former DC-3s. For further details, contact Al Bovelt 115 Livingstone Road, Marrickville NSW 2042.

Help Wanted

Al Bovelt is seeking any information on any of the following DC-2s in Australia:

C/n 1257, a DC-2-112 ex NC13731, ex RAAF A30-12 (VHCRF) was at Marshall Airways and was moved April 1971 from Bankstown to Narellan.

C/n 1286, a DC-2-112 ex NC13736 ex RAAF A30-11 (VHCRE) was also ex Marshall Airways. On 28 February 1980 was marked as KLM PH-AJU “Uiver” at Albury Airport and mounted on pylons.

C/n 1292 a DC-2-112 ex NC13782 ex RAAF A30-9 (VHCRK), now at Tyabb aerodrome Vic; any details on owners and date it went to Tyabb.

C/n 1376 a DC-2-115G ex PK-AFL of KNILM; on 19/01/37 made first service to Sydney; to VHCXH (callsign) when taken over by the 5th Air Force USAAF, 44-83227 as a C32A-DO. It later became VH-ADZ with A.N.A. then VH-CDZ with Marshall Airways. It was sold as N8486D but was a prohibited export. It later went to International Air Parts and later to Qantas apprentices before returning to Bankstown in May 1997. Any further details appreciated.

No 22 (City of Sydney) Squadron Association

The association is looking for former members of the squadron. A commemorative plaque will be placed in the grounds of the Australian War Memorial in March 2003 and the association would like as many former members and current members to attend. Details can be obtained by writing to PO Box 407 Jannali NSW 2226, or email alan.lyons@idomaus.com.au.

Calendar of Events

9 February 2003 Tasmanian Bicentennial Airshow, Devonport TAS

11-16 February 2003 Australian International Air Show Avalon, Vic

5 March 2003 AHSA (NSW) Annual General Meeting, Powerhouse Museum

15-16 March 2003 Temora Aviation Museum flying days

16 March 2003 Tyabb 2003 Centenary of Flight Airshow – Tyabb, Vic

23 March 2003 Bathurst Aero Club Open Day and Fly-in. Bathurst NSW

2 April 2003 AHSA (NSW) Monthly Meeting Powerhouse Museum

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

17-18 May 2003 Temora Aviation Museum flying days

2003 Subscriptions

2003 subscriptions are now due, with the form enclosed for relevant members. The fee remains at a modest \$25 per annum, and your early payment would be appreciated.

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).

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Shute's Paddock - Part 1.

One Family's Brush with a Century of Aviation.

"Being of perfect mind and memory and knowing that it is appointed once for all men to die", Thomas Hobby wrote his last Will and Testament, on August 15, 1832, in which he left his farm on the Fish River near Bathurst to his daughter Eleanor. This land was part of a 500 acre grant to Lieutenant Hobby in recognition of his work supervising the construction of 100 miles of road over the Blue Mountains, under the direction of William Cox, between July 1814 and February 1815. Thomas departed this life in 1833. When Eleanor took up her inheritance she did so with her husband John Shute, at about the same time as her neighbours, (the Hamers, the Peacocks, the Thompsons, the Downings and the Cheneys), settled along Queen Charlotte's Vale and on Campbell's River nearby. Their descendents have helped populate the Bathurst District ever since.

My mother, Christened Doris Euneta Shute, a great grand-daughter of Eleanor, was born at Bathurst on May 7, 1898. I use this date in the following as a milestone of events. May 7 is, in any case, a local milestone, being the day in 1815 that Governor Macquarie, having travelled to the site from Sydney along the newly constructed road, proclaimed the Town of Bathurst.

1898 is also the year the United States Government got serious about flying machines, appropriating funds to allow Samuel Langley to proceed with his research and development. My mother was already one year old when, on May 30, 1899, Wilbur Wright wrote his now famous letter to the Smithsonian Institution seeking publications to assist him with his own experimentation with flight. "I have been interested in the problem of mechanical and human flight ever since as a boy I constructed a number of bats of various sizes after the style of Cayley's and Penaud's machines.... I believe that simple flight at least is possible to man and that the experiment and investigations of a large number of independent workers will result in the accumulation of information and knowledge and skill which will finally lead to accomplished flight".

Within a year or two of 1898 there were many born who were destined to contribute greatly to the development of aviation during those pioneering years between WWI and WWII; Edgar Percival (1897), Charles Kingsford Smith (1897) and Charles Ulm (1898) among them.

My grandfather, Bill Shute, purchased a property, *Glen Ayre*, close to Bathurst at Kelso, in about 1908. This land straddled the railway as it crossed the Macquarie River flats leading into Bathurst. Because of this helpful navigational aid, the expanse of level ground and its proximity to town, the property was eventually to attract the attention of future aviators, being known by them as *Shute's Paddock*.

Meanwhile Bill Shute's cousin, Frank Peacock, had been swept up in the world wide wave of enthusiasm for the exciting new technology of aerial navigation. In his book, *Feeling The Air*, David Craddock writes, "Frank was a member of the Aerial League and had provided a flying model aircraft to the meeting on August 27, 1909. That meeting, in the Sydney Town Hall, was called for the 'purpose of considering the offer of the Federal Government of £5000 for the encouragement of Australian inventors in aerial navigation. Frank Peacock and S. J. Lawrence flew their respective model aircraft inside the meeting room. After leaving George Augustine Taylor's workshop, Frank continued with aircraft of his own. He was involved with William Beach and Postle in the construction of a glider which they flew at Penrith. He also designed and built a powered aircraft in the period 1910 to 1912. It did fly, but no record of how well it flew, has survived". Another Bathurst boy, and Frank's contemporary, Jack Jones, eventually had more success. His biographer, E. D. Daw, regards him as an outstanding figure during the formative years of Australian aeronautical engineering. His innovative all-steel monoplane,

The Wonga, VH-ULZ, constructed during the period 1928 to 1930, was an indication of what he might have further achieved, given adequate finances and sympathetic encouragement by government agencies. Both Frank Peacock and Jack Jones are counted amongst those relatively few pioneers who were at the start of Australia's aviation industry.

Back at Bathurst, during 1912, the local Agricultural, Horticultural & Pastoral Association were negotiating with Mr Lytton, Wizard Stone's manager, to have him perform the miracle of flight at the local Show that year. And so, on April 19, 1912, three weeks before her 14th birthday, my mother saw her first aeroplane, an event still clear in her memory. No doubt Ray Parer, then a teenage student at St Stanislaus College, was another absorbed witness. Wizard Stone's flights that day in his Bleriot monoplane were the first in the central west. As the Bleriot circled Bathurst the local sceptics were confounded. To-day a monument, to what is still regarded as the AH&P's greatest triumph in the sphere of special attractions, stands on the lawn in front of the grandstand at the Bathurst Showground. On September 13, 1914, Maurice Guillaux, again in a Bleriot, gave another exhibition at the Showground, demonstrating the newly acquired aerobatic skill of looping the loop. Those who watched may have had a sense of foreboding. World War I was already one month old.

Holy Trinity Anglican Church at Kelso is located on a hill with its entrance facing a commanding view of Bathurst to the west. It also overlooks the Macquarie river flats; the early flying fields of Bathurst. Even though this old historic church served only a small section of the community, the memorials contained within give an indication of the loss of young men suffered by the Bathurst District as a whole, during the years 1914-1918. These memorials include Cpl Thomas Walter Ford, (Gallipoli Landing), Pte Henry George Eardley Rotton, (Lone Pine), Tpr Arthur.W. Oakes, only son of the rector, (Gallipoli), James Ashlet Rodda, (Fromelles), Lieut Sydney Kelso Ford, (Pozières), Sgt H. Rockliff, (Pozières), Sgt Roy H. Bruce, (France), Lieut. Col. Harold McIntosh, (Gaza), Sgt A.O. Saunders, (Menin Road), Pte Colin Athol Cox, (France), Pte William Thomas Papworth, (Port Said), Lieut W. Wentworth Bucknell, (France). Those men who did return were no longer young, and many carried physical and emotional wounds. My mother has been a member of the congregation of Holy Trinity for most of her long life. She preserves a special sadness from that time, when World War I began, when she was 16, until it finished, with the end of her teenage years.

The Great War accelerated the development of aviation, and at the same time produced a human resource of mechanics and pilots ready to exploit its potential for peaceful use. Whenever my father spoke about aviation, the name Cobby was always mentioned, even before that of Smithy. And yet another member of Cobby's 4 Sqn AFC, Bathurst born Roy King, almost eclipsed Cobby as the AFC's top scoring ace. Cobby was credited with 29 victories from March 21, 1918, while Roy King was credited with 26 victories in a shorter period, from May 20, making him the second highest scoring AFC ace. Now, AFC airmen, endowed with similar heroic qualities, were about to descend on Bathurst.

On August 6, 1919, the people of Bathurst had their first experience with "barnstormers", when Lieutenants Ryrie and Neal, both with local connections, crossed the Blue Mountains in an Aerial Co Ltd DH6, after a two hour flight from Sydney. They landed on the local racecourse and commenced joy riding at £5 a flight. The following month Capt G. C. Wilson, recently from 2 Sqn AFC, arrived in an Avro 504K, to promote the Commonwealth Peace Loan. He treated the locals to an "exhibition of stunting, skimming church spires, bobbing up and down William Street with the agility of a porpoise, and doing nose and spiral dives and the falling leaf". On November 7, a Curtiss JN4 flown by Lieut Sydney Pickles, with Mr Wilson of The Lands Department, passed through, en route to Broken Hill, on a survey flight for the NSW Government. By the end of 1919 Bathurstians had witnessed the skill of Australian airmen first hand. With the arrival of the Vickers Vimy at Darwin on December 10, they shared a national pride in the achievements of Australians in the air that would continue to grow into the "Roaring Twenties". *Shute's Paddock* rested under the hooves of a herd of contented, grazing, dairy cows --- waiting to play its part in the emerging Air Age..... **John Scott.**

Aviation Historical Society of Australia (NSW) Inc

ABN: 83 295 759 224

Annual General Meeting – Election of Office Bearers

The Annual General Meeting of the Aviation Historical Society of Australia (NSW) Inc ABN 83 295 759 224 will be held at the Powerhouse Museum on Wednesday 5 March 2003, commencing at 7.45pm.

Nominations are invited to fill the following positions for the next twelve months:

President:

Nominee:

Nominated by:

Seconded by:

Vice-President

Nominee:

Nominated by:

Seconded by:

Honorary Secretary

Nominee:

Nominated by:

Seconded by:

Honorary Treasurer

Nominee:

Nominated by:

Seconded by:

Committee Member (several positions)

Nominee:

Nominated by:

Seconded by:

Nominees and those nominating and seconding must be financial members of the Aviation Historical Society of Australia (NSW) Inc.

Nominations should be forwarded to the Returning Officer, c/- The President, Aviation Historical Society of Australia (NSW) Inc, PO Box K346 Haymarket NSW 1238, prior to the commencement of the Annual General Meeting.

If there are no nominations received for any position, the Returning Officer may call for nominations from the floor at the Annual General Meeting. Should there be more than one nominee for any position, a ballot will be held at the Annual General Meeting.

Warwick Bigsworth
Honorary Secretary

28 January 2003



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

March 2003 No.360

March Meeting

The March meeting will be held at the Powerhouse Museum on Wednesday 5th March 2003, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is in the area near the entrance. Visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting.

This meeting will be the Annual General Meeting.

The Annual General Meeting will comprise reports by the 2002 President, Honorary Secretary and Honorary Treasurer. At the conclusion of the Reports, all Executive and Committee positions will be declared vacant and nominations called for filling of all positions. Should there be more than one nominee for any position, a ballot will be conducted.

At the conclusion of the election of office bearers, a video of the design and conversion of the DHC-2 Beaver to the Wallaroo will be shown. Those who attended the 2002 Arthur Butler Memorial Lecture, which was presented by Tom Watson, will recall his reference to this challenging project, where the Beaver VH-AAX, was converted to turbo-prop power, utilizing an AiResearch (now Garrett) TPE331 engine. The aircraft is still flying, as part of the parachute dropping fleet based at Wilton, NSW.

If time permits, Warwick Bigsworth will provide a brief talk on the 2003 Avalon Air Show.

Please join us for this important meeting, and take the opportunity to contribute to the Society.

February Meeting

The theme for the meeting was of "things New Zealand", as our neighbour has had more than its share of unusual aircraft operations. The reference to Richard Pearse attracted interesting contributions from Ian Debenham, and in particular, Keith Hudson. Keith produced several papers from the Aviation Historical Society of New Zealand that provided

strong evidence that Pearse did not carry out the supposed first successful powered flight in 1903. In fact, it was only Sam Langley's failure in his attempts to fly in 1903 that inspired Pearse to persist with his design. If he did fly, Keith's papers indicate that it was not until 1909 that such a flight was carried out. Ian's conclusions were in a similar vein, with the alleged flights not having been reliably witnessed, let alone photographed, despite the more recent populist opinion that Pearse successfully flew before the Wright Brothers. An internet site, dedicated to Pearse, and detailed below, strongly supports the popular theory of the first flight being carried out in 1903.

On a less controversial note, the excellent video of the operations of Straits Air Freight Express (SAFE), which flew Bristol 170s and Armstrong-Whitworth Argosies, was shown. This was a fascinating story of the times of this airline, which first flew Bristol 170s across Cook Strait, carrying a vast assortment of cargoes and also flew to Chatham Island carrying freight and passengers. The Bristols were later supplemented by the Argosy, which, to the relief of the locals, also took over the long haul to Chatham Island. Following the takeover of SAFE by Air New Zealand, its services were deemed uneconomic and the airline was closed down in 1990. The video opened and closed with the last Argosy flight to and from the island, and demonstrated the importance of such a service to this isolated community.

Committee Meeting

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

On the Internet

Richard Pearse – First Flyer

(www.nzedge.com/heroes/pearse.html)

Further to the notes regarding the February meeting, this site provides yet more information on this famous New Zealander. It describes much about Pearse's life, his other inventions, drawings, photographs and many testimonials.

Peter Dunn's Australia at War (www.ozatwar.com)

This site has been mentioned before, however now has a new URL and has markedly increased in size. It has comprehensive information on WWII material, including military airfields, POW interment camps, command structure in the South West Pacific, RAAF units and Squadrons, RAN FAA, 5th Air Force USAAF, NEIAF and much more. Well worth another look.

Centenary of Flight – Orville and Wilbur Wright
(www.centenary-of-flight.org.au)

This is a project of the Australian Aviation Museum Bankstown, which is helping to co-ordinate the celebration of the centenary of flight by providing the opportunity for interested organizations to let others know what they are planning.

Plane Pics and Facts (www.zap16.com)

This site contains dozens of civil and military aircraft fact sheets, news, screensavers, weather information, airline lists and many photographs.

Aeroseek Aviation Search Engine
(www.aeroseek.com)

This search engine and directory has a vast number of links to air carriers, aircraft types, airports, aircraft models, employment, regulations, collectibles and much more.

From the Bookshelf

Escape from North Korea – The Ron Guthrie Story by Col King and Ron Guthrie

This excellent book is available at AHSA (NSW) meetings at a special price of \$25. It can also be purchased direct from the authors for \$30 (inc postage and packaging). Contact Col King at 4 Evans Street, West Pymble NSW 2073, or Ron Guthrie at 36 Curzon Street, New Lambton NSW 2305.

Luck is no Accident by Col King

This is the second printing of Col's first book, which details his experiences in Korea and later as an airline pilot. It can be purchased direct from Col at 4 Evans Street, West Pymble NSW 2073 for \$28, or \$33 (inc post and packaging).

Guest Speakers

This year we have arranged several entertaining guest speakers. There are, however, some monthly meetings where speakers are not yet allocated. All members who attend meetings are urged to either consider friends or acquaintances who might be interesting speakers, or perhaps offer to speak about their own life and times in aviation, interesting experiences, research projects or the like. Please contact a Committee member if you feel that you can contribute.

Calendar of Events

15-16 March 2003 Temora Aviation Museum flying days

16 March 2003 Tyabb 2003 Centenary of Flight Airshow – Tyabb, Vic

23 March 2003 Bathurst Aero Club Open Day and Fly-in. Bathurst NSW

2 April 2003 AHSA (NSW) Monthly Meeting Powerhouse Museum

13 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

7 May 2003 AHSA (NSW) Monthly Meeting Powerhouse Museum

17-18 May 2003 Temora Aviation Museum flying days

7-8 June 2003 Temora Aviation Museum flying days

5-6 July 2003 Temora Aviation Museum flying days

18-20 July 2003 Queensland International Air Show, Bundaberg Qld

29-31 July 2003 Qld Vintage Aircraft Group Festival of Flight 2003, Watts Bridge Memorial Airfield Qld

4-6 October 2003 Warbirds over Scone, Scone NSW

Vale – Jim Cowan OAM, F.A.I.N., F.R.Met.S.

AHSA (NSW) Honorary Life Member, Jim Cowan, passed away on 12 February 2003, at the age of 93. Jim was perhaps best known as his role as a navigator, initially in the RAAF during WWII, and later on secondment to Qantas during its historic operation of flights between Perth and Ceylon by Catalina. He later joined Qantas as Senior Navigation Officer. He established the Australian Region Branch of GAPAN and was founder of The Australian Institute of Navigators. The Society was privileged to have Jim as its guest speaker at the Arthur Butler Memorial Lecture in 1985. Our condolences go to his family.

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2003 subscriptions are now due, for those members who have not yet paid. The fee remains at a modest \$25 per annum, and your early payment would be appreciated.

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LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

An Evening With Jim Cowan.

On October 2, 1985, Jim Cowan presented the Third Arthur Butler Memorial Lecture to members and friends of AHSANSW Branch. As a representative of AHSANSW members and as a friend, I attended a Celebration of Jim's Life at St Matthews Church, Manly, on February 17. It was my honour as president of AHSANSW Branch, back in 1985, to introduce Jim as our Arthur Butler Memorial speaker and, afterwards, to ask him to accept Honorary Life Membership of our Society. His talk, which he entitled "The Rise and Demise of the Air Navigator", follows as a tribute to his warm friendship, and consistent encouragement of the activities of our Society..... **John Scott.**

"Mr President, distinguished guests, colleagues and friends; to be invited to give this prestigious Arthur Butler Memorial Lecture to your Society is not only a great honour, but is also quite daunting. To follow such megastars as Scotty Allan and Nancy-Bird Walton is quite an assignment to which I hope to do justice. I have therefore chosen my subject, one which I believe has been of greater significance to Australia than most other countries, because of its geographical isolation.

Post WWI navigation was critically important to the success of scheduled intercontinental flight and of course is even more so to-day with the far longer range and faster aircraft. But the heyday of the human Air Navigator spread over the era of the late '40s to the early '70s, when the onset of technology culminated in to-day's inertial and computer controlled 'on board' systems.

But to get the whole subject into perspective, we must go back to the conquest of the oceans before aircraft flew. In 1486 the Cape of Good Hope was rounded, and with the advent of compasses and better navigating equipment, Prince Henry The Navigator, spurred on his ship's masters to find by sea, the source of the then famous exotica of the Spice Islands. The coasts of all the world's oceans were littered with wrecks of tall and small ships.

Before longitude could be accurately determined, it was to the great credit of the mariners' seamanship, that they achieved so much. Many a windjammer, arriving days early, finished on the treacherous islands of Bass Strait after a too fast run to Australia in the roaring forties. It was no trouble to find latitude, but devilish hard to know how far you'd sailed east, until the advent of reliable chronometers.

It has been my good fortune to have spanned the entire history of powered flight in Australia within my lifetime. From my boyhood dreams onwards, I have followed all aviation's great pioneers worldwide, and can personally recall most accounts of their amazing exploits.

During WWI flying came of age, and exploratory flights, like the now famous Vickers Vimy flight of Ross and Keith Smith in late 1919, showed what could be done in an already shrinking world. Like the great mariners of the past, skill and 'pilotage' were their main tools, together with the fundamental use of marine know-how.

Not until Smithy, that legend and hero of all the young fellows and girls of the day, burst onto the scene of island hopping, ocean spanning flights in the 'Southern Cross' in the late 1920s, did the challenge crystalize into an accepted fact. Even at that time there were very few genuine Air Navigators, so it will be remembered that Harry Lyons, a practising sea navigator, was Smithy's right hand man on this historic crossing. Indeed, Smithy teamed up with Bill Taylor for his later Tasman, and Altair Pacific, crossings. Taylor set out to span the Indian Ocean from east to west in his Archbold Expedition Catalina 'Guba'. It is not commonly known that, even with his reputation as a Navigator, he missed Cocos on the first attempt, and had to go on to Batavia. Ocean flying was still not easy but the wide spread groups of Diego Garcia and the Seychelles presented no problems to his ultimate successful crossing to Mombasa. But mostly air navigation was still fairly primitive then. There are many classic cases of 'wrong way' flight which were the difference between success, failure and sometimes death.

For instance, let's go back to the days of Arthur Butler's own amazing solo flight to Australia in what today could almost be classified as an 'Ultralight'. The nearest thing to night flying was to take off just prior to dawn. And how many of you saw the recent TV Series, 'Flight Into Hell'. where Bertram and Klausman made only one error, though near fatal, by turning the wrong way on reaching the coast of Australia. Charlie Ulm is also thought to have turned the wrong way down a sun line and then flying away from, instead of towards, Honolulu.

But it was not till WWI that the so called 'Observer' of WWI, (Huddy Fysh was one such 'Jack-of-all-trades', gunner, photographer, bomber and visual navigator,) really came into his own. The flying 'O' turned into the flying 'N'. The war in Europe led on from the sextant and astrograph to special technology, such as Gee and Radar, to find heavily defended targets in all weathers and mainly at

night and was even specialised further by the formation of the 'Pathfinder Force'. In the Pacific the bubble sextant brought night astro to the flight deck, and the development of Loran, and later Decca in the U. K., proved godsend on some of those nights, trying to find blacked out targets away from the sea.

But let's go back to the pre bubble sextant days, and how Chichester perfected a small mid-ocean island finding technique in daylight with a small marine sextant. He meticulously preplanned his solo Moth floatplane flight from New Zealand to Norfolk Is and Lord Howe Is by precalculating sun position lines en route. He then confirmed them with near sea level flight with his marine sextant from an open cockpit! His success was no fluke, however, as his 'trump' card was to purposely steer to miss the island on one side, and then at least he knew which way to turn when he hit the precalculated position line. This was fool proof and was used extensively by later Navigators. The Qantas boys never missed Cocos!

However, as already mentioned it was WWI that brought the great leap forward for Air Navigators, and with it came the upsurge in night flying. Prior to that, the London air route was totally daylight flying, with the Mk1 eyeball, and also with its gracious and exotic nightstops. In those days aircrew flight time limitations were unheard of. This even carried on through WWII. Did any of those young fighter pilots in 'The Battle of Britain' pull out because they were tired? No! Some of them just went on till they died.

I have on display over yonder a number of souvenirs and mementos of the early Qantas Indian Ocean crossings from Perth to Colombo of which it may surprise you to know there were 824; 223 on Cats, 103 on Libs and 498 on Lancs. We lost only one Lanc. Whilst on loan from the RAAF to Qantas, I navigated their now famous 32 hour crossing from Ceylon to Perth. The Indian Ocean Cats were in fact the basis of one of the greatest teams of Astro Navigators in the world. During my flying days with Qantas, my log book shows almost as many night hours as day.

With increases in height and range, procedures became more complex and sophisticated and the competitive edge of European / Atlantic flying forced S. A. S. and some of its competitors into sub-polar flying and the consequent development of Grid navigation. A further technique in the higher latitudes was Pressure Pattern flying, and, with the advent of Doppler, air navigation was still further refined. The electronic aids like Loran and Omega were also upgraded, whilst in the very important side of total navigation, the Approach and Landing aids, have now reached a standard comparable with the major breakthrough of the Inertial Navigation System. And now the INS has finally rendered the human Navigator obsolete, almost overnight!

The INS completely solved the only real problem the Air Navigator had, that of knowing the wind. All other values such as speed, height, direction etc, have always been available to him although even these had to be calculated. Not so now. The INS even tells you how fast you are taxiing on the ground. It has also revealed that the upper atmosphere is much more complex than had been possible to deduce in the Astro / Gee / Loran days. As sophisticated technical equipment, INS is far more accurate than we ever were. Linked with the auto-pilot, it has turned the skies into almost precise highways. Its reliability and accuracy are such, that today's crews are tending to lose the skills and discernment that go with alert humans. I would go as far as to suggest that disasters, such as Air New Zealand's Mt Erebus and Korean's Flight 007, may well have been avoided with the Mk1 eyeball of an alert human Air Navigator who combined art, skill, science and a good brain to his trade. The INS can't think!!

In our days of sweat and toil, straining to see faint stars through breaks in the cloud during a 28 hour, 1500 ft crossing from Perth to Ceylon, none of us could really visualise the consummate ease and accuracy which has now taken over so effectively and with such remarkable all embracing automation. In fact the state of the art on the modern flight deck is such, that the need for pilots as we knew them is fast disappearing, to be replaced by competent Flight Managers.

Whilst the marvels of technical development will certainly not cease, I count myself lucky to have played a vital part in the spread of word air routes and have wondrous memories of it all in war and in the peace that has thankfully followed. To fly to the South Pole, and return non-stop, was beyond our wildest dreams. Now the moon has been made to look easy and the planets a little more difficult. How would our late dear friend, Arthur Butler, or perhaps more importantly, Ross Smith, Hinkler or Smithy have comprehended all this??

I believe that I have lived through aviation's most exciting years. There is a whole lot more to be told of the detail of how it was developed and done during the heyday of the multiple crew. I hope I have not bored you with my nostalgia, and I thank you for paying me the honour of delivering one of what will surely prove to be a most prestigious series of lectures over the years to come. Thank you all again".....**James Leslie Borlace Cowan, O.A.M., F.A.I.N., Jan 10, 1910 --- Feb 12, 2003.**

Received from John Faulkner, of the Royal Aeronautical Society:

AVIATION TREASURES NIGHT

This is to inform our Members that a special Royal Aeronautical Society and State Library Aviation Treasures Night will be held on 18th March 2003.

This will be one of the celebrations next year by the Australian Division to celebrate 100 Years of Flight. It is no coincidence that March 18th is the date of the first flight in Australia by Harry Houdini.

This special event is being co-hosted by RaeS and the State Library. Approximately 35 items from the Library's Australian Aviation Collection will be on display including in-flight notes from Kingsford Smith to Ulm, Hargrave documentation, pictorial material and much more. Researchers from the Library and the Society will assist at the tables.

The evening will be held in the Galleries at 5.30 for 6pm until 8pm (approx) and light refreshments will be served. The cost is around \$30.

The bookings will be on a 'first come, first paid' basis and can be made from December on the Library booking line 02 9273 1770. There is a limit of around 150 guests so be early!

John Faulkner
Director of Public Affairs



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

April 2003 No.361

April Meeting

The April meeting will be held at the Powerhouse Museum on Wednesday 2nd April 2003, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is in the area near the entrance. Visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting.

This meeting will be:

The Annual Aviation Trivia and Aircraft Recognition competitions

Well it's on again. This is the popular competition night, with book prizes and more importantly, the prestige of winning the sought-after trophies.

Last year's winner, John Scott, will conduct the 20th Annual Aviation Trivia competition. Up for grabs are the priceless Slipstream Trophy and a book prize.

Roger Kennedy will conduct the 35th Annual Aircraft Recognition competition. The winner will be presented with the very attractive Brian White Memorial Trophy, whilst the participant attaining the "average" performance will receive the President's trophy. First, second and "average" place-getters will also receive a fine aviation book.

Last year's winners are reminded to bring in their suitably inscribed trophies.

Please join us for this very entertaining meeting.

March Meeting

The March meeting was the Annual General Meeting, which comprised reports by the 2002 President, Honorary Secretary and Honorary Treasurer.

As outgoing President, Ian Debenham reported on the activities of the year, with particular reference to notable speakers including: Vince Fazio who spoke about the Fleet Air Arm; Warwick Bigsworth who

spoke about business jets in Australia, Col King and flying during the Korean War, Lance Higgerson on aviation photography and the Arthur Butler Memorial Lecture speaker, Tom Watson who enthralled us with his memoirs and the development of aerial agriculture.

Ian acknowledged that the affiliation with the Powerhouse Museum and the free use of a meeting room and the provision of audio/visual equipment was of particular benefit to the Society. The Australian Aviation Museum Bankstown will continue to be the venue for the December meetings.

Ian thanked the Committee for its support, in particular Warwick Bigsworth for support and organization, John Scott for his contribution to *Southern Skies* and Keith White for his management of financial matters. He also paid special thanks to Ken Garland for his efforts in producing and distributing *Southern Skies* over the years, which had saved the Society a significant amount of money.

Outgoing Honorary Secretary, Warwick Bigsworth, endorsed the President's comments, particularly in regard to Ken Garland's contribution. Warwick noted the new arrangements for the preparation and distribution of *Southern Skies*. Two special book offers were arranged through the year: Col King's *Luck Is No Accident*, and Bruce Winley's *Aussie Moths*.

Outgoing Honorary Treasurer, Keith White, provided the Society's Financial Statement for the year ended 31 December 2002. Total income was \$1946.82 and expenditure was \$2152.84, an overspending of \$206.02 for the year.

A copy of the Minutes of the 2002 AGM is available for perusal in the Members' Book, and individual copies are available on request.

An election of office bearers for 2003 was conducted with the results being:

President: Ian Debenham

Honorary Secretary: Warwick Bigsworth

Honorary Treasurer: Keith White
Photographic Archivist: Jim Payens
Committee: Ian Dolstra, Roger Kennedy, Jack Powell
and John Scott.

A video of the design and conversion of the DHC-2 Beaver VH-AAX to the Wallaroo 605 was shown. This promotional video was made for South West Pacific Aircraft Pty Ltd, who carried out the conversion in the mid-1960s. It was noted that this same aircraft, which has been used for parachute dropping, had recently been rebuilt at Bankstown.

Warwick Bigsworth provided a brief talk on the 2003 Avalon Air Show, along with a selection of slides. His opinion, and that of several others who attended the show, was that the show was disappointing compared to previous years.

On the Internet

Old Rhinebeck Aerodrome (www.olderhinebeck.org)
This site represents America's original museum of antique aircraft. Several of these aircraft appeared at the recent Avalon Air Show, but the full collection is very extensive.

The Wright Brothers (www.wright-brothers.org)
This incredible site will provide you with everything you wanted to know about the Wright Brothers. It has their story, the history of their aircraft and of course, events programmed for this year. Well worth a look.

Seawings – The Flying Boat Website
(www.seawings.co.uk) This is just the site for flying boat buffs. It contains many historic photographs, diagrams, and manuals of a wide variety of historic and more recent flying boats. It is ideal for those interested in modelling.

The Latin America Aviation Historical Society
(www.laahs.com) This Society has the same ideals as ours, but related to Latin America. The site contains many interesting photographs and articles about Latin American aviation.

Geoff Reichelt's Flying Boat Site
(<http://home.austarnet.com.au/reichelt>) From Queensland, Geoff Reichelt makes fiberglass model flying boats. He has made many excellent large examples, including a Short Sunderland, which after 5 years of flying, he donated to RAAF 10 Squadron at Edinburgh.

From the Bookshelf

Escape from North Korea – The Ron Guthrie Story by Col King and Ron Guthrie

This excellent book is available at AHSA (NSW) meetings at a special price of \$25. It can also be purchased direct from the authors for \$30 (inc postage

and packaging). Contact Col King at 4 Evans Street, West Pymble NSW 2073, or Ron Guthrie at 36 Curzon Street, New Lambton NSW 2305.

Luck is no Accident by Col King

This is the second printing of Col's first book, which details his experiences in Korea and later as an airline pilot. It can be purchased direct from Col at 4 Evans Street, West Pymble NSW 2073 for \$28, or \$33 (inc post and packaging).

Calendar of Events

- 12 April 2003 RAAF East Sale Open Day, East Sale
- 13 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
- 7 May 2003 AHSA (NSW) Monthly Meeting Powerhouse Museum
- 17-18 May 2003 Temora Aviation Museum flying days
- 4 June 2003 AHSA (NSW) Monthly Meeting Powerhouse Museum
- 7-8 June 2003 Temora Aviation Museum flying days
- 2 July 2003 AHSA (NSW) Monthly meeting Powerhouse Museum
- 5-6 July 2003 Temora Aviation Museum flying days
- 18-20 July 2003 Queensland International Air Show, Bundaberg Qld
- 29-31 August 2003 Qld Vintage Aircraft Group Festival of Flight 2003, Watts Bridge Memorial Airfield Qld
- 5-7 September 2003 Queensland Aviation Expo and Airshow, Archerfield Qld
- 4-6 October 2003 Warbirds over Scone, Scone NSW

2003 Subscriptions

2003 subscriptions are now overdue, for those members who have not yet paid. If you have a Red Dot on this newsletter, then you are unfinancial and this will be your last newsletter until your subscription is paid. The fee remains at a modest \$25 per annum.

Volunteers Wanted

The Powerhouse Museum is conducting a Members' Day on Sunday 6 April 2003. Organisations such as AHSA (NSW) will be providing displays. Our stand will be promoting membership in the Society and will have copies of *Southern Skies* available, as well as several books and Journals for sale. Any member able to assist for about 2 hours, please contact Ian Debenham on 9217 0354 or Warwick Bigsworth on 9872 2323.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Shute's Paddock - Part 2.

One Family's Brush with a Century of Aviation.

"Sir Ross Smith passed over Bathurst in ideal weather about nine o'clock this morning, travelling at a height of between 4000 and 5000 feet. He acknowledged the greetings of the crowds in the wide streets by banking gracefully before setting out to cross the Great Dividing Range, which was completely free of clouds. The fire-bell was tolled to announce the arrival of the machine, and the railway engines and works added to the general din. Excitement ran high while the machine was in sight". The 'machine', of course, was Vickers Vimy G-EAOU, with Ross & Keith Smith, Wally Shiers, Jim Bennett and Frank Hurley on board. It was making its majestic way to a tumultuous welcome at Mascot, after an overnight stop at Narromine. It was Saturday morning, February 14, 1920; Valentine's Day. Frank Hurley occupied the forward gunner's position in the Vimy to enable unimpeded photography. His aerial photographs of Bathurst that morning show that the Vimy probably passed directly over Bill Shute's dairy farm at Kelso, on course for its next turning point at Lithgow. The Overseas Institute of Aircraft Engineering Ltd could not have picked a better day to commence its campaign in Bathurst to enrol students in its correspondence course on the science of aircraft. Lt James Ovens and Mr F. A. Jennings were conducting interviews that Saturday at the Royal Hotel.

The O. I. A. E. Ltd company was registered in Sydney on October 8, 1919, with its office in the Lyceum Building, 214 Pitt Street. A subscriber to the Memorandum and Articles of the company, and also its secretary, was Charles Ulm. The date of registration was ten days before Ulm's 21st birthday. He was nothing if not precocious! His first job on leaving school was as a clerk in a stockbroking office in Sydney, but before his 16th birthday, in 1914, he had joined the A. I. F. to serve overseas. He fought at Gallipoli as a sixteen year old. He was later discharged, being under age, but rejoined the army as soon as he turned 18, and was sent to fight in France. His interest in aviation was sparked towards the end of WWI, when he was posted to a training school on Salisbury Plain, located close to an airfield. He certainly did not bring a background of business experience, or even much practical knowledge of aviation, to his new job as company secretary. He probably did retain some familiarity with finance from his days as a clerk and had returned to Australia in 1919 with £3000 from a £50 investment in England. What he did bring to the company was a vision about the future of commercial aviation, unbounded self confidence and an entrepreneurial spirit.

On February 4, 1920, the Bathurst Times carried a report on an earlier visit by Lt Ovens. "Lt James Ovens, a Bathurst boy holding a Royal Aero Club certificate and with 135 hours in France in the Australian Flying Corps, came from Sydney to Bathurst this morning as the official representative of the Overseas Institute of Aircraft Engineering Ltd....His purpose was the inspection of a number of likely sites for an aerodrome....After viewing the various localities he chose 130 acres of land handy to the city and not distant from the railway line, on which some valuable improvements are standing, all the property of a well known Bathurst owner. An agreement giving the company an option over the property on the basis of a purchase price of £4,900 was drawn up. Lt Ovens is returning to Sydney tonight to consult with management and expects to announce shortly that the deal has been clinched". The description of the site chosen by Lt Ovens would also perfectly describe *Shute's Paddock*, but there is no family recollection that Bill Shute ever contemplated selling any of his land. He did, however, lease adjoining land from an estate trustee and this may have been the subject of Lt Ovens negotiation.

Lt Ovens explained that, "O. I. A. E. Ltd is supported by a number of exceedingly wealthy men in Sydney who are keen on the development of commercial aviation....Bathurst would be made the

overhauling centre of the west...£50,000 would be spent on extensive workshops and hangars...(the proposed air service) would permit a busy Sydney man to leave his office and visit Mt Victoria, Bathurst and Orange and return to Sydney the same day.... The company at present possessed 25 machines of its own and held a six months' option over every machine produced by a number of English firms and landed in Australia". The O. I. A. E. Ltd was probably the first attempt by Ulm to get a start in aviation and, through this press release, he was out to impress.

Three months later, on May 28, Charles Ulm, this time holding the positions of both manager and secretary, registered The Aviation Service Co Ltd. He had recruited a new team of directors/investors, and again focused on Bathurst as a centre for aerial operations. On June 15, after several false starts, Lt P. H. Moody flew a Sopwith Dove from Melbourne to Bathurst on behalf of the company and remained as its pilot. Later in the year Ulm was in Dubbo trying to raise additional capital for the company to inaugurate an air service using a Sopwith Gnu, from Sydney through Bathurst to Dubbo, with a possible future extension to Bourke.

Aviation Service Co Ltd entered its Dove, still marked with the British registration G-EAJI, in the Great Aerial Derby at Mascot on November 27, 1920, with 'Skip' Moody as pilot. However, the Dove finished out of a place, the winner being the favourite, a Sopwith Gnu entered by the Larkin-Sopwith Aircraft Supply Co Ltd, and piloted by Capt G. C. Matthews. A short handicap race following the main event was won by the Dove, and to this success was added a second in the Stunting Championship. The pilot of the Dove in these two latter events was Captain G. C. Wilson who, in September 1919, had given Bathurstians such a thrilling display of aerobatics in aid of the Peace Loan. He later joined the Larkin -Sopwith Aviation Co of Australasia Ltd, and on February 14, 1920, took part in an air pageant at Geelong's racecourse. He became concerned when he saw Roy King, who had just made a parachute jump, being dragged towards a fence by his chute. The police were unable to prevent the spectators rushing onto the racecourse, presumably to get closer to the scene of King's difficulty. Captain Wilson took off in a Sopwith Dove and, in an attempt to clear the crowd, flew so low that the port wing of his Dove struck a spectator, Joseph Coghlan, who was killed. The Dove "went on for 50 yards, when the right wing struck the ground, and, before the pilot could right the machine it toppled over and lay a mass of wreckage covered in dust and smoke with petrol flowing from the tanks". Captain Wilson was extricated from the wreckage suffering shock and minor abrasions. The subsequent inquest returned a verdict of accidental death. No doubt Jimmy Larkin was not pleased by this spectacular end to his air pageant. But Wilson and Ulm, both Gallipoli veterans, later became a team and remained close friends until Wilson's death in a car accident near Bogan Gate on March 11, 1929.

David Jones, seizing on the publicity of the Great Aerial Derby, announced in the Bathurst Press that, " On Thursday December 2, Captain Matthews will arrive in Bathurst in the Sopwith Gnu aeroplane in which he won the Aerial Derby on Saturday last. He will be carrying goods for Bathurst residents from David Jones." Charles Ulm immediately took up the challenge and announced that on December 2, 'Bathurst' Aviation Service Co would also deliver parcels by air mail. Only one aircraft arrived on the day, and it was the Dove, crewed by Captain Wilson with Jack Jones as his mechanic. The landing ground was Rowling's Paddock on the Sydney Road at Kelso, close to the village shops.

Although Aviation Service Co lasted a little longer than O. I. A. E. Ltd, it was decided at a shareholders' meeting in Bathurst, on April 12, 1921, to go into voluntary liquidation. On July 6, the Equity Court ordered the company be wound up. The only asset of the company was the Dove, then located in an unairworthy condition at Newcastle. Charles Ulm's first experience with commercial aviation was in the central west of NSW, much of it associated with Bathurst. There was great personal disappointment when it came to an end. However, he had inspired a local chemist with his vision of the future for aviation, and had similarly attracted the strong interest of a local activist for the Australian Federal Union of Locomotive Enginemen. A few years later, these two prominent Bathurstians would promote *Shute's Paddock* as the pre-eminent location for Bathurst's first aerodrome.... **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

May 2003 No.362

May Meeting

The May meeting will be held at the Powerhouse Museum on Wednesday 7th May 2003, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is in the area near the entrance. Visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting.

Guest speaker for the meeting will be Neil McDonald, who will talk on:

The Transavia PL12 Airtruk

The Transavia Airtruk, which was manufactured by Transavia at Seven Hills in Sydney, first flew on 22 April 1965, and was widely used as an agricultural and utility aircraft in Australia, New Zealand, The Peoples Republic of China, as well as Middle East and South East Asian countries.

Neil McDonald was a test pilot, demonstrator pilot and delivery pilot for this unusual looking aircraft. Prior to his involvement in the Airtruk, Neil was a flying instructor at Bankstown and went on to become the Airtruk development test pilot, which amongst other things, involved the arduous task of performance and certification testing. Neil has amassed over 15,000 hours of flying, and still flies occasionally these days. Please join us to hear some of the many stories about this fascinating Australian aircraft.

Committee Meeting

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

April Meeting

The 20th Annual Aviation Trivia and the 35th Aircraft Recognition competitions were held.

John Scott conducted the 20th Annual Aviation Trivia competition, which was won by Ian Dolstra, who now holds the very handsome Slipstream Trophy for the next twelve months. A selection of some of the

questions posed to entrants is included below, and answers will be provided in next month's newsletter.

Roger Kennedy conducted the 35th Annual Aircraft Recognition competition with a fine collection of slides. The winner, and now holder of the very attractive Brian White Memorial Trophy, was Robin Mead, with Warwick Bigsworth runner-up and Jack Powell winner of the President's Trophy. Roger's slide presentation included many fine shots of exotic aircraft including Saab J29, Sikorsky S-58T, Avro York, MiG 19, Dornier Do27, Nord Noratlas, YAK 9, DH Vampire T55, Fiat G222, Saro Skeeter, and many more.

On the Internet

US Centennial of Flight Commission
(www.centennialofflight.gov)

This comprehensive site provides many facets of the events leading up to the 100th anniversary of the Wright Bros first powered flight. There are some excellent essays, images and links to many other centenary of flight sites.

AIAA Wright Flyer Project (www.wrightflyer.org)

This site describes the researching, building and flying of a modern representation of the 1903 Wright Flyer. Also featured are the project background, history, engineering and wind tunnel tests, as well as technical papers and publications.

Dryden Flight Research Center

(www.dfrc.nasa.gov/Dryden/index.html)

Aviation has come a long way in the past 100 years, and the rate of progress in the design and development of aircraft never fails to amaze. To enable such development, much research and testing is necessary, and the Dryden Flight Research Center, located at Edwards AFB California, is NASA's primary installation for such research. The site includes the history of the Center, milestones of flight, current events and many fascinating images.

SOFIA – Stratospheric Observatory for Infrared Astronomy (www.sofia.arc.nasa.gov/Sofia)

This project is to install and operate a Boeing B747SP with a 2.5 metre reflecting telescope. It will be the largest airborne observatory in the world and will make observations that are impossible for even the largest and highest ground based telescopes. The aircraft is expected to commence flying in 2004, however the site describes the science behind SOFIA, information about the aircraft and the telescope.

Biggles (www.angelfire.com/ca2/arnab1/bmain.html)

This comprehensive site contains everything you wanted to know about Major James Bigglesworth, the hero of a long series of flying adventure stories, written by Capt W. E. Johns. The site includes biographies of all the characters, complete book lists and some excellent photographs of most of the aircraft types featured in the books. It's not just a kid's site.

Forthcoming Guest Speakers

We are privileged to have several eminent guest speakers in the coming months. Of particular note, in June, to celebrate the 75th Anniversary of the first Pacific Crossing by the Southern Cross, our guest speaker will be John Ulm. In July, to celebrate the 60th Anniversary of the Qantas Empire Airways Perth – Ceylon Catalina service, the guest speaker will be George Roberts. In November, for the 21st Arthur Butler Memorial Lecture, guest speaker will be David Craddock.

These evenings will be “must attend” events.

Calendar of Events

17-18 May 2003 Temora Aviation Museum flying days

4 June 2003 AHSA (NSW) Monthly Meeting Powerhouse Museum – John Ulm

7-8 June 2003 Temora Aviation Museum flying days

2 July 2003 AHSA (NSW) Monthly meeting Powerhouse Museum – George Roberts

5-6 July 2003 Temora Aviation Museum flying days

18-20 July 2003 Queensland International Air Show, Bundaberg Qld

6 August 2003 AHSA (NSW) Monthly meeting Powerhouse Museum

16-17 August 2003 Temora Aviation Museum flying days

29-31 August 2003 Qld Vintage Aircraft Group Festival of Flight 2003, Watts Bridge Memorial Airfield Qld

5-7 September 2003 Queensland Aviation Expo and Airshow, Archerfield Qld

27-28 September 2003 AeroFest 2003 75th Anniversary Coffs Harbour Flying Club Air Show, Coffs Harbour NSW

4-6 October 2003 Warbirds over Scone, Scone NSW

18-19 October 2003 Temora Aviation Museum flying days

Trivia Quiz

The following are a few of the questions posed by John Scott in the 20th Annual Aviation Trivia Quiz.

- (1) In 1911, the Aerial League of Australia issued W.E. Hart with Australian Pilot Licence No1 after passing tests prescribed by the Royal Aero Club. Where were the tests conducted? What was the number of the RAC Aviator's Certificate issues?
- (2) AHSA (NSW) Inc names its annual memorial lecture after a pilot who landed at Darwin on 9 November 1931, after flying from England. What was the aircraft type? What was the aircraft's registration?
- (3) On May 15 1935, the Southern Cross departed Richmond on a special Jubilee airmail flight to New Zealand. Whose Jubilee was it? Who were the members of the crew?
- (4) On 29 May 1939, the first scheduled night service in Australia was inaugurated. What was the airline? What was the route?
- (5) On August 30 1955, an aircraft took off from Bankstown, without a pilot, and flew over Sydney for over 3 hours. What was the aircraft type? What arm of the services shot it down?

Answers next month.

Advice

The only time an aircraft has too much fuel on board is when it's on fire. *Sir Charles Kingsford Smith*

The emergencies you train for almost never happen. It's the one you can't train for that kills you. *Ernest K. Gann.*

If you're faced with a forced landing, fly the thing as far into the crash as possible. *Bob Hoover*

If you want to grow old as a pilot, you've got to know when to push it and when to back off. *Chuck Yeager*

A pilot who doesn't have any fear probably isn't flying his plane to its maximum. *Jon McBride, astronaut.*

You've never been lost until you've been lost at Mach 3. *Paul F. Crickmore.*

Special Offers

This month we are featuring a number of special offers regarding books, journals, magazines and CDs that are available to members. Some of these are available at monthly meetings, whilst others are available direct from the author or producer.

Books

The Flying Boat Days by Peter Phillipps

Sub titled, The Early Aviation History of Lord Howe Island 1931 – 1974, this book traces the story of Ansett Flying Boat Services operations to Lord Howe Island and the many events that led up to the service, and its eventual withdrawal. The book also details visits to the island by Francis Chichester, the early visits by the RAAF, the loss of Catalina A24-381, the operations by Trans Oceanic Airways, Marinair, plus details and photographs of the aircraft, the people and much more.

The soft cover book contains 126 pages with over 70 black and white photographs, many of which have never before been published. RRP \$38.50 plus P&P.

As a special offer to AHSA members, Peter is offering the book for \$34.50, including postage and packaging within Australia. You must mention that you saw this advertisement in *Southern Skies* to get this discount. Purchase direct from Peter Phillipps, P.O. Box 103, Lord Howe Island, NSW 2898.

Escape from North Korea – The Ron Guthrie Story by Col King and Ron Guthrie

This book chronicles many previously untold stories of Ron Guthrie and so many of his companions during the dreadful trials of interrogation, torture, escape attempts and survival at temperatures down to minus 50 degrees Celsius. It bears testimony to the triumph of the human spirit in extreme adversity.

This excellent book is available at AHSA (NSW) meetings at a special price of \$25. It can also be purchased direct from the authors for \$30 (inc postage and packaging). Contact Col King at 4 Evans Street, West Pymble NSW 2073, or Ron Guthrie at 36 Curzon Street, New Lambton NSW 2305.

Luck is no Accident by Col King

Sub-titled Flying in War and Peace 1946 – 1986, this is the second printing of Col's first book, which details his experiences in Korea and later as an airline pilot with Qantas, Malayan Airways and East West Airlines. This latest edition includes several new photographs and further information that came to light after the first printing. Now described by critics as an inspirational book for those who desire to achieve, it can be purchased at AHSA (NSW) meetings for the special price of \$28, or direct from Col at 4 Evans Street, West Pymble NSW 2073 for \$28, or \$33 (inc post and packaging).

Australian Aviation Civil Aircraft Register 2003

Edited by Tony Arbon

This indispensable publication comes as a book or a CD. The book has 168 pages in a tabulated format that includes registration, type, c/n and owner's name

and address of all Australian aircraft, including gliders and ultralights. The CD contains all that is in the book, plus many other features. The data can be sorted from any field and can be printed or saved to a disk. There are also photographs of many of the types appearing on the Register.

The book is available for \$28 including packaging and postage, whilst the CD is available for \$75 including packaging and postage. The CD can be updated to the latest information at any time for \$25. Contact Tony Arbon at AustAirData PO Box 1425 Caboolture QLD 4510 or phone/fax (07) 5498 3757.

Warbirds Directory (4th Edition) By Geoff Goodall

This book contains 352 pages of information covering a wide variety of former combat aircraft, including: B-17, B-24, B-25, P-38, P-40, P-47, P-51, P-63, P-82, Lancaster, Beaufighter, Boomerang, FW190, JU52, Zero, Walrus and many more. There are 16 pages of colour photographs. Transport types are not included.

A CD ROM, which lists over 280 different aircraft types, is also available. The CD ROM has full search capability and is compatible with both Macintosh and Windows systems.

The book is available for \$69.95, the CD ROM for \$54.95 and book and CD ROM together for \$109.95. All prices include postage and handling charge. To order the Directory, contact Warbirds Directory, PO Box 188, New Gisborne VIC 3438, or email warbirdsmediaco@iprimus.com.au.

Aussie Moths by Bruce Winley

Copies of this excellent book, which details the history of the DH60 Moth in Australia, are available at monthly meetings for \$15.

Aviation Heritage and AHSA Journal

The Aviation Historical Society of Australia Inc publishes a quarterly journal, Aviation Heritage. AHSA Inc has made available to us a number of back copies, which are available at our regular monthly meetings. Prices range from \$5 to \$12 depending on the recency of each publication. Feature articles include Connellan Airways, RAAF 2SQN in Vietnam, complete Ansett fleet list, Jindivik and ARDU.

A History of the Ansett Group of Airlines CD-ROM Produced by Fred Niven

The CD-ROM, in both PC MS Word 97 and Adobe PDF format (with Adobe reader) covers the Ansett Group of airlines in Australia, Papua New Guinea and New Zealand and their predecessors since 1921.

Available for \$25 inc P&P from Fred Niven at 27 Alfred Grove, Oakleigh East, VIC 3166 or email Fred_Niven@bigpond.com.

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Depart Lae at 0730 for Goroka, Wau, Port Moresby, Wau Goroka (Subject loading available) Lae.

Friday

Depart Lae at 0700 for Madang, Wewak, Momote, Kavieng, Rabaul — remaining overnight.

Saturday

Depart Rabaul at 0800 for Kavieng, Momote, Wewak, Madang, Lae.

SOUTH PACIFIC POST, NORTH AUSTRALIA, DECEMBER 3, 1963

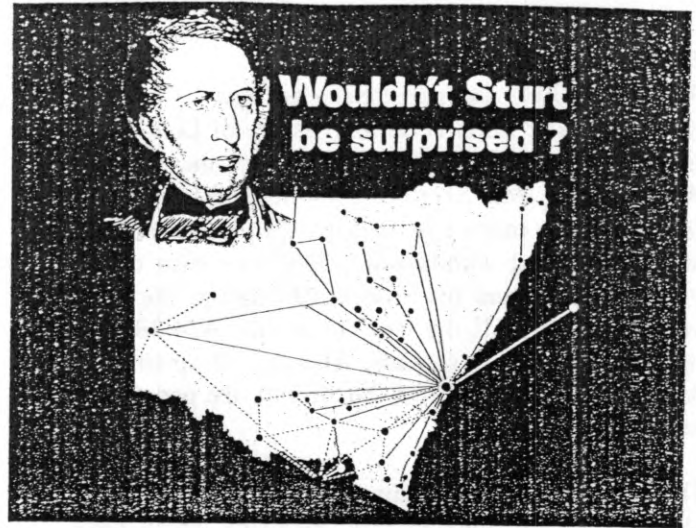


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LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Shute's Paddock - Part 3.

One Family's Brush with a Century of Aviation.

On Monday, February 10, this year, I attended the official opening of the new passenger terminal and the dedication of the Parer memorial at Bathurst Regional Airport. The background to Bathurst City Council's decision to commission the memorial is explained in *Loops and Landings*, P.D. Parts 1&2, attached to the June & July 2001 newsletters. The Mayor of Bathurst, Cr Ian Macintosh, and the CEO of Regional Express Airlines, Michael Jones, spoke to the gathering and Father Joseph Keady dedicated the memorial. On the previous Friday, the *Western Advocate* had reported certain errors, (both typographical and historical), irretrievably etched into the toughened glass panels of the memorial. These were embarrassingly evident at the time of the unveiling. Parer and McIntosh would probably have related to the resulting discomfort of those closely associated with the production of the memorial, because for them also Murphy's Law prevailed; "if anything can go wrong, it will".

In this year of aviation anniversaries, a significant 75th for Ray Parer passed quietly on January 12, just a month before the dedication of his memorial at Bathurst. On that day in 1928, Ray Parer and George Fonteneaux in DH9, G-AUFS, together with Charlie Pratt and Bert Moss in Bristol F2b, G-AUEB, took off from Ela Beach at Port Moresby and, for the first time by air, crossed the Owen Stanley Range to Lae. The flight involved descent through cloud over the Solomon Sea, breaking through in heavy rain at 1000ft, then turning back to pick up the coast to follow it north west to Lae. Both aircraft met up while following the coast, with Ray Parer leading Charlie Pratt in to land.

As I departed the ceremony at Bathurst Airport, via the P. J. Moodie Memorial Drive, reflecting on the achievements of Ray Parer, and with the words of the Mayor, and the youthful airline entrepreneur Michael Jones, still fresh in my mind - my thoughts returned yet again to Bathurst's rich early aviation history. In 1920 the Mayor of Bathurst was Ald F. Havenhand; the young airline entrepreneur was Charles Ulm, Percy Moodie was a prominent local chemist, enraptured with aviation, and Ray Parer was in the process of becoming a national hero. And as for Murphy's Law!!!

On August 6, 1919, the first aeroplane to fly into Bathurst landed at the local racecourse at about 2pm, after making the first aerial crossing of the Blue Mountains. The aircraft was a DH6 of the Aerial Co Ltd, piloted by Clem Rylie with Norman Neal as passenger. It had taken off from Richmond on a pamphlet dropping mission for David Jones, sending greetings to the citizens of Bathurst and asking if they would like a copy of the store's spring and summer fashion catalogue. Whilst in Bathurst the DH6 was also available for joy flights, offered at the rate of £5 per quarter hour. On Saturday August 9, Percy Moodie experienced flight in the DH6 for the first time, as did his wife, thus becoming the first Bathurst woman to fly. Percy exclaimed to a friend afterwards, "My word it is alright. I never wish for anything better". He was also a keen photographer and took his camera aloft, recording images of Bathurst from the air even before Frank Hurley's overflight in the Vimy the following year.

When Frank Roberts came to Bathurst in April 1920, in an Australian Aircraft & Engineering Co Avro 504K, Percy was again in the news, becoming the first commercial passenger to fly from Bathurst to Orange. And so, when a public meeting was held at the Town Hall on Tuesday May 18, with Mayor Havenhand presiding, "to consider the intentions in and around Bathurst of Aviation Service Co Ltd", Percy Moodie was there. Working the audience were Charles Ulm, his business manager Mr Gemmell and his chief pilot Flight-Commander Johnson. The latter informed the meeting about the recent history of aviation and the future potential for air travel. Mr Gemmell explained the business plan for Aviation Service Co Ltd and the proposed involvement of Bathurst. But it was the youthful Charles Ulm who interviewed potential subscribers to the company. P.G. Taylor once wrote of Ulm, "There was something about this man I liked. He was ruthless and tough but there was something good about him. He would be equally tough with himself, and there was a swaggering but genuine gallantry about him". At the end of the meeting he had worked his magic on the Mayor, who had taken up shares, and

on Percy Moodie, who also became a shareholder and later, a director of the company.

Depending on the success of his fund raising, it was Ulm's plan to exercise his options on six Sopwith Doves to be supplied by the Larkin-Sopwith Aviation Co Ltd located at the Glenhuntly aerodrome, Melbourne. Bathurst would be used as a hub for regional flights with a weekly link to Sydney. Another centre of operations was proposed for an aerodrome near Manly, from where more powerful Sopwith Gnus would operate interstate flights and on the Sydney-Bathurst route. This ambitious plan was soon limited by the take up of shares, and it was decided to start operations with just two Doves. In a grand promotional flourish Ulm announced that the Doves would fly in formation from Melbourne to Bathurst non-stop, and that Mayor Havenhand and Percy Moodie had accepted invitations to accompany the formation as passengers. Flight-Commander Johnson would be pilot for the Mayor, and Percy H. (Skip) Moody would be pilot for Percy Moodie. It was proposed to fit long range fuel tanks to the Doves. Later, however, Bathurstians were informed that industrial problems associated with fabrication of the fuel tanks had caused unacceptable delays and that now only one Dove would be departing Melbourne for Bathurst, and it would be landing at Albury and Cootamundra to take on fuel. The pride of Bathurst, in the person of Mayor Havenhand, would accompany the flight, which would be piloted by Flight-Commander Johnson.

One can sense Ulm's mounting frustration as things went progressively wrong with his plans. In one last gamble to recover momentum, and the confidence of his investors and future passengers, he ran a large advertisement in the Bathurst newspapers proclaiming, "FLYING EXTRAORDINARY, Melbourne to Bathurst, The Aviation Service Company's Sopwith Aeroplane will leave Melbourne at 9am, arrive at Bathurst between 2 and 3.30pm, to-day, Thursday June 24. The public are cordially invited to witness and welcome the arrival of Bathurst's enterprising Mayor on this epoch making flight at the Landing Ground. . . Mr Rowling's Paddock, Kelso. Progress bulletins will be posted outside the Royal Hotel". Considerable pressure had thereby been placed on the Company's chief pilot!

On the morning of June 24, soon after 8am, Flight-Commander Johnson taxied the Aviation Service Company Dove onto a wet and greasy Glenhuntly aerodrome. It had received yet another soaking from overnight rain. The first attempt at take-off was aborted, as was the second. What happened next is explained by Mayor Havenhand. "A third attempt to rise was made with Flight-Commander Johnson apparently doing everything possible to leave the ground. Instead of rising the machine suddenly veered to the left; the undercarriage was torn asunder and the fuselage dropped. The result was that the right wing and the propeller struck the ground. The wing was damaged considerably and the blades of the propeller were smashed into splinters". The time was about 8.45am. Ulm was informed of the accident by wire at 2.30pm and departed that night by train for Melbourne to make arrangements for a fresh attempt, meanwhile assuring his anxious shareholders that the damaged Dove was covered by insurance.

By the time Ulm had sorted things out in Melbourne it was mid July. Skip Moody was now in command of the Dove, and he had, as his passenger, Percy Moodie. On five separate occasions the Dove took-off and then returned to Glenhuntly due to fog and low cloud. Then on Thursday, July 15, they made it through to Albury. The next day they reached Bathurst at about 2pm after a refuelling stop at Cootamundra. "Both Mr Ulm and Mr Gemmell heartily congratulated Lieut Moody and Mr Moodie upon the success of the venture, and were optimistic regarding the future". The following month, Moody and Moodie flew out from Bathurst in the Dove to welcome Parer and McIntosh in P.D., and their escort, Edgar Percival in an Avro 504k. Percy Moodie had been responsible for organising the aerial reception for the two national heroes.

And so 1920 was an exceptional year for Bathurst's involvement with aviation. It was also the year my childhood hero, John Bisley, was born. (see *L&L Plane Spotting*; N/L May, 2002). John shared his birthday, May 7, with my mother and Bathurst. As a teenager he occasionally played tennis on the court at *Glen Ayre* and observed the aerial activity on *Shute's Paddock*. Bill Shute provided his car to transport John and his friend John Boyd to Wagga Wagga, when they enlisted in the RAAF in 1940. I was saddened to read of John Bisley's death last year. And of course I must tender my apologies to our next meeting on May 7. I will be in Bathurst to celebrate mother's 105th. **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

June 2003 No.363

June Meeting

The June meeting will be held at the Powerhouse Museum on Wednesday 4th June 2003, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is in the area near the entrance. Visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting.

Guest speaker for the meeting will be John Ulm, who will talk on:

Empire, Myth and Hard Bloody Fact

John's talk, which could also be sub-titled "Geopolitics and High Command", will discuss the development of aviation in Australia, and particularly in the years between the World Wars and shortly thereafter. The influences and pressures exerted by Great Britain on the colonies and members of the Empire had a great effect on the development of civil and military aviation in those countries. The demand to "buy British" and to comply with Imperial Airways and its successors' wishes was strongly resisted by the "colonial" governments and airlines. With the knowledge of his famous father's visions for an Australian airline, and his wide background in the industry, John's talk is sure to be as revealing as it will be interesting.

After leaving school, John became a journalist at the Sydney Sun. He served in World War II in the RAAF and flew Spitfires for 145 Squadron RAF in Italy, before being taken as a Prisoner of War. Following the War he returned to journalism, as a foreign correspondent in Japan, then as a war correspondent in Korea, and later as an aviation correspondent. He joined Qantas in 1954 as Assistant to the CEO and went on to become the Chief Press and Information Officer.

We are indeed most fortunate to have John as guest speaker on this occasion as on the 9th June, it will be the 75th anniversary of the arrival in Brisbane of the

Southern Cross, crewed by Charles Kingsford Smith, Charles Ulm, Harry Warner and Jim Lyons, after the first crossing of the Pacific Ocean by air. Please join us for another fascinating evening of Australian aviation history.

May Meeting

Our guest speaker was Neil McDonald who was a test pilot, demonstrator pilot and delivery pilot for the PL12 Airtruk, which was manufactured by Transavia at Seven Hills in Sydney. Neil entertained a large audience with several amusing and some terrifying anecdotes about his involvement with the aircraft.

He described many aspects and features of the aircraft. One disappointing aspect being that in the eyes of many people, it was not a pretty aircraft, hence its looks often determined whether a sale would be made, rather than its performance and operating capabilities. Amongst many other tales, Neil described the Airtruks' proposed use as a utility aircraft in military applications, which did not receive support from within the company, and he believes to this day, that several major orders were lost.

The many stories about delivery flights included an incident near the Iraq/Pakistan border, where he landed in the desert to top up the fuel, when he was accosted by some not-so-friendly looking horsemen. On another occasion he landed on what appeared to be a flat bitumen area, when in fact, it was a very dark coloured rocky outcrop. It is testament to Neil's flying skills and the sturdiness of the aircraft that he was able to depart after refuelling, without incurring any significant damage to the aircraft. It is unlikely that he had anyone envious of his 13-hour non-stop delivery flights.

Prior to his involvement with the Airtruk, Neil was a flying instructor with a company that also operated Mustangs on target towing activities for the Australian Army. He described in detail a particular incident involving engine overheating, which subsequently resulted in a fire after the aircraft was safely on the

ground, and the matters that he and his crewman had to consider whilst the aircraft was over water at low altitude. Scary, but most interesting.

On the Internet

Adastra Aerial Surveys (www.adastra.adastron.com)
In its day, this company was one of the world leaders of aerial survey. This very fascinating site, operated by Queensland aviation identity, Ron Cuskelly, details the history, the aircraft, the personalities and the projects of Adastra. The airline and aerial survey company are covered, and there are many anecdotes and numerous excellent historic photographs. A Ten!

Airline History – The History of Commercial Aviation (<http://airlines.afriqonline.com>)

This site contains 650 airline histories with over 3800 photographs from the USA, UK and Europe. There is an airliner index from 1910 until present, feature articles and various histories of flying boat airlines.

Airport Codes (www.mapping.com/airportcodes.html)
This site identifies all SITA/IATA codes from any airport that you've ever encountered. It does not include ICAO codes.

Explanation of Airport Identifier Codes (www.skygod.com/asstd/abc.html)

On the subject of airport codes, this site explains how airports have been assigned their respective codes.

A Hurricane Hunters Photo Album ([Http://home.att.net/~typhoon1/index.html](http://home.att.net/~typhoon1/index.html))

For those susceptible to air sickness, this is not for you. This site provides interesting experiences from a retired USAF navigator who flew on WC-130E/H aircraft into some of the world's wildest hurricanes and typhoons.

Calendar of Events

- 7-8 June 2003** Temora Aviation Museum flying days
- 2 July 2003** AHSA (NSW) Monthly meeting
Powerhouse Museum – George Roberts
- 5-6 July 2003** Temora Aviation Museum flying days
- 18-20 July 2003** Queensland International Air Show, Bundaberg Qld
- 6 August 2003** AHSA (NSW) Monthly meeting
Powerhouse Museum – Tony Hinton
- 16-17 August 2003** Temora Aviation Museum flying days
- 29-31 August 2003** Qld Vintage Aircraft Group
Festival of Flight 2003, Watts Bridge Memorial
Airfield Qld
- 3 September 2003** AHSA (NSW) Monthly meeting
Powerhouse Museum
- 5-7 September 2003** Queensland Aviation Expo and
Airshow, Archerfield Qld

27-28 September 2003 AeroFest 2003 75th
Anniversary Coffs Harbour Flying Club Air Show,
Coffs Harbour NSW

4-6 October 2003 Warbirds over Scone, Scone NSW

Trivia Quiz

The following are the answers to the trivia questions from last month's issue of *Southern Skies*.

- (1) Penrith; 199
- (2) Comper Swift; G-ABRE
- (3) King George V; Sir Charles Kingsford Smith, P.G. Taylor, John Stannage.
- (4) Airlines of Australia; Sydney to Brisbane
- (5) Auster; Royal Australian Navy

Important Anniversaries

Royal Flying Doctor Service of Australia

May 17th 2003 was the 75th anniversary of the RFDSA. Following years of dedicated work, the vision of the Rev John Flynn became a reality, when on 17th May 1928, pilot Arthur Affleck and Dr Kenyon St Vincent Welch flew the DH50A, G-AUER "Victory" from Cloncurry to Julia Creek on the first official mission of the then AIM Aerial Medical Service. Whilst John Flynn is credited with such a vision, his efforts were rewarded only with major financial support from H.V. McKay, the ingenuity of Alf Traeger and the aircraft from Q.A.N.T.A.S..

The name Flying Doctor Service of Australia was adopted on 11 June 1942, and the prefix Royal was granted by Her Majesty the Queen on 10 August 1955 and from that date, the title was known as the Royal Flying Doctor Service of Australia.

First Air Crossing of the Pacific Ocean from USA to Australia - 75th Anniversary

On 31 May 1928, Charles Kingsford Smith, Charles Ulm, Harry Lyon and James Warner departed Oakland CA USA in the Fokker F.VII/3m, 1985 "Southern Cross" bound for Brisbane, where they arrived on 9th June 1928.

Special Offers

The following special offers are still available:

The Flying Boat Days by Peter Phillipps

Sub titled, The Early Aviation History of Lord Howe Island 1931 – 1974, this book traces the story of Ansett Flying Boat Services operations to Lord Howe Island and the many events that led up to the service, and its eventual withdrawal.

As a special offer to AHSA members, Peter is offering the book for \$34.50, inc P & P within Australia. You must mention that you saw this advertisement in *Southern Skies* to get this discount. Purchase direct

from Peter Phillipps, P.O. Box 103, Lord Howe Island, NSW 2898.

Escape from North Korea – The Ron Guthrie

Story by Col King and Ron Guthrie

Available at AHSA (NSW) meetings for \$25, or direct from the authors for \$30 (inc P & P). Contact Col King at 4 Evans St, West Pymble NSW 2073, or Ron Guthrie, 36 Curzon St, New Lambton NSW 2305.

Luck is no Accident by Col King

Sub-titled Flying in War and Peace 1946 – 1986, can be purchased at AHSA (NSW) meetings for the special price of \$28, or direct from Col at 4 Evans St, West Pymble NSW 2073 for \$28, or \$33 (inc P & P).

Australian Aviation Civil Aircraft Register 2003

Edited by Tony Arbon

The book is available for \$28 including packaging and postage, whilst the CD is available for \$75 including packaging and postage. The CD can be updated to the latest information at any time for \$25. Contact Tony Arbon at AustAirData PO Box 1425 Caboolture QLD 4510 or phone/fax (07) 5498 3757.

Warbirds Directory (4th Edition) *By Geoff Goodall*

The book is available for \$69.95, the CD ROM for \$54.95 and book and CD ROM together for \$109.95. All prices include postage and handling charge. To order the Directory, contact Warbirds Directory, PO Box 188, New Gisborne VIC 3438, or email warbirdsmidiaco@iprimus.com.au.

Aussie Moths by Bruce Winley

Copies of this excellent book, which details the history of the DH60 Moth in Australia, are available at monthly meetings for \$15.

Aviation Heritage and AHSA Journal

Back copies of Aviation Heritage, published by AHSA Inc, are available at our regular monthly meetings. Prices range from \$5 to \$12 depending on the recency of each publication. Feature articles include Connellan Airways, 2SQN RAAF in Vietnam, complete Ansett fleet list, Jindivik and ARDU.

A History of the Ansett Group of Airlines CD-ROM *Produced by Fred Niven*

Available for \$25 inc P&P from Fred Niven at 27 Alfred Grove, Oakleigh East, VIC 3166 or email Fred_Niven@bigpond.com.

Aviation Museums and Memorials

Several interesting contributions have been received in recent weeks, and their importance warrants a special section in this issue.

Boeing B-17C Flying Fortress Crash – Mackay

John Scott's "*Loops and Landings*" pages in the August 2002 issue of *Southern Skies* mentioned the preparations that were underway to commemorate the 60th anniversary of the crash of the USAAF B.17C at Baker's Creek, just south of Mackay, Queensland. On 14th June 1943, the aircraft, tail number 40-2072 and call-sign VHCBA, crashed shortly after take-off killing 40 of the 41 on board.

Central Queensland correspondents, Maxine Godley and John Pickup, have advised details of the activities that will take place in Mackay during June.

The Baker's Creek Memorial, which was erected in 1992, comprises two brick columns aligned northwards. Flagpoles are mounted at the sides and two brass plaques, listing all the names of those on board, face inwards.

The research work to ascertain all the names of the occupants is a remarkable story of involvement and dedication in itself. In recent months considerable local publicity and an historical research project on the crash by local high school students has resulted in a number of significant items from the crash site being made available by local citizens. These include several crash site photos, the aircraft's clock, the almost undamaged co-pilot's seat and other parts. Oral history material has been videoed with witnesses who are still living and United States Professor Robert Cutler, who has researched the crash in Australia and the USA, will release his book "*Mackay's Flying Fortress*" during the 60th anniversary activities.

Nineteen family representatives of servicemen killed in the crash will fly from the USA to attend the services and functions. The activities include:

Friday 13th June: Book launch

Saturday 14th June: Dawn Service, Baker's Creek

Sunday 15th June: 60th Anniversary Commemoration Parade and B.17C Unveiling Ceremony at the Baker's Creek Memorial. This is a cast bronze model of the actual aircraft, sculptures by a descendent of one of the victims, cast in the USA and donated by the USAF. It will be fixed between the two pillars atop the memorial.

Further details can be obtained from John Pickup (jpickup@mackay.matilda.net.au) or (07) 4953 4654.

Restored Bristol Beaufort

From Keith White:

The Australian War Memorial (AWM), Canberra has restored a Bristol Beaufort, A9-557, which had been flown by members of No. 100 Squadron, RAAF on operational service in New Guinea during 1944 - 45.

It was one of 700 Beauforts built in Australia from August 1941 to August 1944. Between 8th July 1944 and 20th January 1945, A9-557 was flown on 103 missions by 19 different crews, three of which flew a total of 76 missions in the aircraft.

On its last flight, the Beaufort was returning from a bombing mission with damaged flaps and undercarriage, no brakes, and one unreleased bomb in the bomb bay. The aircraft crash-landed; the bomb did not explode; the crew was unhurt, but one soldier was killed during the landing.

In 1992, the AWM acquired sections of the original A9-557, and, together with quantities of invaluable parts from all over, proceeded to restore the aircraft.

On 28th March 2003, to commemorate the completion of its restoration, the AWM, in conjunction with the RAAF Beaufort Squadrons Association (NSW) Inc, held a ceremony, which was attended by over 400 guests, some of whom came from as far away as Perth, and included many who serviced and flew these aircraft in the RAAF.

The aircraft is on display for public viewing at the AWM in Canberra, but will be moved to the Treavor Centre to make way for other exhibits.

USAF Museum – Australian Connection

Frank Walters, one of our Honorary Life Members, recently returned from a trip to Dayton, Ohio, USA, where he visited the USAF Museum at the Wright-Patterson Air Force Base. Frank is a "Friend of the Museum", and is a personal friend of the editor of the museum's "Friends Magazine", Jerry Rep.

Frank had particularly wanted to see the Rockwell B-1A, and B-1B, with the Northrop B-2, which were parked near the museum and had been available for inspection. However, he arrived in Dayton on March 25, five days after the start of 'Operation Iraqi Freedom' and, much to his disappointment, the B-2 was no longer to be seen. Frank had also experienced significantly increased security at US airports both going to, and returning from, Dayton.

Frank reports that the Beaufighter, (on which HARS carried out cockpit restoration and returned that section to the museum at the end of 1998), is now standing on its undercarriage with engines installed. It appears substantially complete but without propellers and with a few panels missing. The museum also has several other aircraft types of British design, which saw service with the RAAF, including a Spitfire, Hurricane, Dragon Rapide, Mosquito and a Tiger Moth.

Aircraft that took Frank's interest during this latest

visit were the Convair B-36J, currently in the open awaiting the new building currently under construction; the F111 that led the air strike against Libya in 1986, the Boeing 707 which was the Air Force One used by President Kennedy, and a couple of aircraft not quite expected in a museum just yet - a Lockheed/Boeing YF-22 'Raptor', and a Lockheed F-117 'Nighthawk'.

The following information about the future has been taken from the museum web site. - "Founded in 1923, the Air Force Museum is the world's oldest as well as largest military aviation museum. Since moving to its current permanent location in Area B of Wright-Patterson Air Force Base in 1971, the museum has continually grown in size, content, and quality. First time visitors are usually surprised at the size of the current museum and the scope of its exhibits. Yet, the museum staff has ambitious plans for continued growth.

On June 1, 2001, ground was broken to begin construction of a third major building. This building will be named the Eugene W. Kettering Gallery and will permit the realignment of existing and new exhibits to better portray the chronological history of the USAF, and especially, the Cold War period from the end of WWII to the break-up of the Soviet Union. This new building complex will include a special hall for Cold War missiles. Future plans for additional construction include a new Space Gallery, an education facility, and a new restaurant offering full meals with table service".

Stinson Replica – Bringing it Home

On 19th February 1937, the Airlines of Australia Stinson, VH-UHH "*Brisbane*" crashed on the Lamington Plateau in the McPherson Ranges en-route from Brisbane to Sydney, killing five of the seven men on board.

A full-scale replica of the aircraft was created for the 1988 movie, *Riddle of the Stinson*, starring Jack Thompson who played Bernard O'Reilly. The replica was acquired by the Wangaratta Air Museum, which as most readers will know, has closed and disposed of most of the aircraft.

The 13 metre long Stinson has now been acquired by, and moved to O'Reilly's Rainforest Guesthouse, near Canungra, Queensland, and will be displayed in the Heritage Centre planned for the guesthouse.

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).

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Shute's Paddock - Part 4.

One Family's Brush with a Century of Aviation.

Following the demise of the Aviation Service Company in 1921, Percy Moodie continued to press for the establishment of an official aerodrome for Bathurst, and to encourage the provision of an air service. As the twenties unfolded, he saw other towns in the central west begin to embrace the new air age while Bathurst fell behind. After his election to Bathurst Municipal Council, and then to Deputy-Mayor at the end of 1927, there was more opportunity to promote aviation. During the twenties he closely followed the progress of aviation, both in Australia and overseas.

At the beginning of 1928, Percy Moodie was host to his old friend 'Skip' Moody who, with his wife, was passing through Bathurst on his way from Charleville to Sydney. 'Skip' had left his position as chief pilot for Qantas to plan an attempt on an aerial crossing of the Tasman Sea, with his wife as passenger. The previous week, on Jan 10, Montcrieff and Hood had disappeared without trace, during the first trans-Tasman attempt. 'Skip' Moody's plans were finally thwarted by a bureaucracy keen to prevent another tragedy. Subsequently he joined the pioneering pilots of New Guinea for a time, to try his luck there.

Percy Moodie's passion for involvement with aviation was re-kindled by his encounter with 'Skip', and the run of successes experienced by Australians that followed in 1928. There was Bert Hinkler's first solo flight from England to Australia in February; the arrival at Darwin of the *Red Rose* with Bill Lancaster and 'Chubby' Miller in March; Hubert Wilkin's first trans-Arctic flight in April, and finally the sensational achievements of Charles Kingsford Smith and Charles Ulm – first across the Pacific in June, and first across the Tasman in September. Following the Pacific crossing Percy Moodie was the first to contribute to the Bathurst 'Fund for Airmen' to benefit Smithy and Ulm, "whose magnificent achievement and contribution to aviation history placed Australia prominently before the world". Percy's hand can also be seen in a resolution, passed by the Bathurst Municipal Council on October 3, 1928, "That the Mayor consult the presidents of adjoining shires with a view to taking steps for the provision of an aeroplane landing ground in Bathurst".

At the beginning of 1929 Percy Moodie decided that he would take matters into his own hands, and once more become directly involved in aviation. He introduced Bathurstians to his plans through a series of articles in the Bathurst Times: on February 5, "Aviation! A Local Opportunity. Where Does Bathurst Stand? An Aerodrome Needed": On February 11, "Airman's Visit. Captain Percival's Talk on Bathurst's Possibilities. Need for Aerodrome"; and finally on February 15, "Aerobatics Display Over Bathurst Heralds Local Aero Company. To-Day's Demonstration". Edgar Percival, who at the time was the local agent for A. V. Roe & Co, was in Bathurst demonstrating an Avian for the Western Aero Company for which a prospectus had just been issued. The Managing Director of the new company was, of course, Percy Moodie. Edgar Percival allotted a Mk IV Avian to the company, registered VH-UJZ.

The new company, having concluded a deal for its first aircraft, had next to negotiate for the use of a landing ground. The paddock eventually selected by the Western Aero Co is now the St Patrick's Sportsground at the corner of Gilmour and Hereford Streets, Kelso. Despite the current association with St Patrick, back in 1929, this area was the most Anglican precinct in Kelso. Originally the land was part of a grant to William Cox, to which he gave the name *Hereford*. The connection with another staunch Anglican, J.N. Gilmour, is further explained by Bernard Greaves in 'The Story of Bathurst'. "John Newell Gilmour took up his first holding in Bathurst in 1856.....his second eldest daughter married the eldest son of James Rutherford of Cobb & Co, who had built in 1880 a new home on *Hereford*". This mansion stands on rising ground immediately to the east of the old airfield and is to-day the Holy Family Catholic School. However, in 1929 it was in possession of the Church of England Diocese of Bathurst and was operating as the *Marsden School For Girls*. My wife Phillipa knew

it well. She was a boarder there in the early 1950s. A little further to the south in a similarly elevated setting is Holy Trinity Church. The Rev. Samuel Marsden conducted the first service there in 1835. Immediately below it, in Gilmour Street, was the Church Hall, where Sunday School was conducted. I myself was familiar with both institutions having served as a choir boy at Holy Trinity during the 1940s.

Percy Moodie now cast about for a pilot and mechanic for his new company. It is probable that he contacted 'Billy' Wilson and 'Skip' Moody, both of whom had been previously employed by the Aviation Service Co back in 1920. At the start of 1929, 'Billy' Wilson was flying in the Parkes area for N.S.W. Airways in *The City of Sydney*, a Ryan B.1, VH-UIZ. But any prospect of re-uniting with him was lost when Percy Moodie received news of his death in a car accident, at Bogan Gate, on the night of March 11. But then a commercial licenced pilot, Horace Aplin Young, who had spent some time with 'Skip' Moody in Salamaua, New Guinea, became available. He was an Englishman, 42 years old, with RFC experience as an instructor, and he now had about 1400 hrs to his credit. A Mr Trindle was employed as the company's mechanic. All that remained was a suitable occasion to launch the company. For this a mini Air Pageant was planned for the King's Birthday long week-end starting on Saturday, May 25. Two DH60s flew up from Sydney to join the company's Avian. A formal ceremony was carried out during which Mrs Moodie christened the Avian, *The Macquarie*. The remainder of the week-end was taken up with joy flights. The only problem was that Archdeacon Oakes had also planned a Patronal Festival for the week-end, to celebrate the 94 year history of Holy Trinity Church. This was publicised in the local papers and parishioners were urged to attend a special service at 2:30 on Sunday afternoon, May 26.

On Tuesday, May 28, a letter from Archdeacon Oakes to the editor was published in *The Bathurst Times*.

"Sir, may I, with due deference, protest against the misuse of a word in connection with the naming of the Bathurst aeroplane? We are told that the wife of the President of the Western Aero Company broke a bottle of champagne over the plane and "christened" it The Macquarie.

To christen means to administer the sacrament of baptism, and to make a Christian. It is somewhat paradoxical that the first act of this so-called Christian aeroplane was to rob the Kelso people of their Sabbath calm and worship. At the Patronal Festival of Holy Trinity Church on Sunday afternoon, there were no choir boys present, and we were told that they had gone to see the aeroplanes!"

(In his next paragraph Archdeacon Oakes unburdens himself of his feelings about the Coffee Royal Affair. Smithy had planned his departure from Richmond for Easter Saturday, 1929, and stuck doggedly to this date, despite adverse weather reports. The public inquiry was currently in progress).

"It is said that one of our noted aviators was once a choir boy at St Andrew's Cathedral, but he must have drifted away from the teachings of his church, or he would not have started on his great adventure on the eve of Easter Day. Had he postponed his departure, and observed the great festival of his church, it might have been better for all concerned.

It is rather curious that the Bathurst aeroplane should have been named after Governor Macquarie, who set such a fine example, when he proclaimed the name and site of the town, and then arranged for Divine Service to be held in his marquee. Major Antill, in referring to 'this suitable conclusion to so interesting a ceremony', adds, 'where divine service has now been performed to the great Dispenser of Events, some future church may be erected to His name and worship'. In due course of time a church was erected and dedicated to the sacred Trinity, on the opposite side of the river, and there it stood for nearly a hundred years, as the chief landmark of the district, and as a memorial to the early pioneers. It was certainly very disconcerting on Sunday when we were conducting its Patronal Festival to have one or two aeroplanes conducting joy rides so many times past its very doors. I feel justified in drawing attention to these things as a servant of Him Whose Mission it was to proclaim the acceptable year of the Lord, and the day of vengeance of our God. Yours, etc (signed) Archdeacon Oakes".

For Percy Moodie, himself a devout Anglican, this letter was a personal embarrassment. It cast a shadow over his new enterprise, and worse was yet to come. Before the year ended, the Western Aero Company was defunct, and tragedy had overtaken its pilot. Vengeance indeed!... **John Scott.**

The forgotten co-pilot in a sky crowded with heroes

One of Australia's pioneering aviators is a prophet without much honour in his own land, writes Steve Meacham.

JOHN Ulm distinctly recalls the moment he first "met" his father. He was seven, his parents were divorced, and the man who came to visit was obviously rich.

The little boy was presented with a Hornby train set. "I remember it very clearly. It was a goods train in Great Western Railway livery, and it cost five pounds. That would have been about two weeks wages."

Just a month earlier, Charles Thomas Phillippe Ulm had been struggling to make ends meet. But he had gambled his life and his future with his great friend and business partner, Charles Kingsford Smith. Together they had made aviation history by flying their three-engined Fokker, Southern Cross, all the way from California to Australia, so completing the first trans-Pacific flight. Suddenly Australia seemed connected to the wider world, no longer yoked by the tyranny of distance.

On this day, 75 years ago, Australia's two greatest pioneers of flight were in the air over the Pacific. On Saturday, the aviator's grandson, also called Charles Ulm, joined crowds who gathered at Oakland airfield's Southern Cross memorial to mark their departure on May 31, 1928.

Yet no similar public events are planned to celebrate their arrival in Brisbane on June 9 after 83 hours and 19 minutes of flying time. Or their heroic arrival the following day at Mascot airport in Sydney (now, of course, named after Kingsford Smith) where press reports claimed 300,000 greeted them.

Fortunately their amazing feat will be commemorated in Canberra. On June 10, the National Library of Australia will unveil its latest acquisition, an invaluable collection of Charles Ulm's diaries, papers, private photographs and unpublished memoirs donated to the nation by his only son.

"This substantial collection adds to our knowledge and appreciation of the early years of Australian aviation," says Tim Fisher, the curator leading the team frantically working to get the unexpected gift ready for public display in time for the anniversary.

"When they landed they were like the men from outer space," says John Ulm. "At that time there were four

great identities in Australia: Smithy, Ulm, Don Bradman and Phar Lap.

"Smithy was the chief pilot and Ulm was the chief organiser, though on the actual Southern Cross flight he was co-pilot. All the ground work and management of the record attempt was done by Charles Ulm, including the negotiations with the great polar explorer Hubert Wilkins for the purchase of the Southern Cross. All that correspondence is part of the record I have given to the National Library."

It is some measure of Kingsford Smith's personal magnetism that the achievements of such a Boy's Own adventurer as Charles Ulm should have been so comprehensively overshadowed. Even the press release announcing that the Queensland Premier, Peter Beattie, will attend a "small, private event" at Brisbane airport this week to mark the 75th anniversary makes no mention of Ulm, just "Smithy and his crew".

Born in Melbourne in 1898 but largely raised in Sydney, Charles Ulm was the third son of a Parisian-born artist, Emile Gustave Ulm, who - according to John Ulm - "hated the Boches". Eager to fight the Germans, the young Charles enlisted in the Australian Imperial Force in 1914 under a false name, claiming to be 20 when he was only 15. Among the first troops to land at Gallipoli, he was wounded in 1915 and returned to Australia "in consequence of being a minor".

The reception wasn't sympathetic, says John Ulm. "When he turned up in Sydney, his father said, 'What are you doing back here? You've still got all your limbs.'"

So he re-enlisted under his own name, and saw action in France before being shot through the knee.

It was while he was in England waiting to be repatriated that he took an unauthorised flight, managing to get the machine down in one piece. He had discovered his passion for flying, though he didn't formally qualify as a pilot until many years later.

Right from the start, Ulm realised commercial aviation was the way of the future, particularly for a country as vast and isolated as Australia. He first sought funding for a trans-Pacific route in 1921, but it wasn't until he met the like-minded "Smithy" in 1927 that the idea started to become reality.

To show they could tackle the Pacific, they organised the first round-Australia flight in 1927, taking 10 days and 5 hours to circumnavigate the country in a Bristol Tourer. They followed it up with the Southern Cross flight. The epic journey - with two US crewmen - was the stuff of legend; they were forced to fly just 60 metres above the ocean to conserve fuel on their way between Hawaii and Fiji.



High-flier ... Charles Ulm was an aviation pioneer with the organising genius to turn pie-in-the-sky dreams into reality

After their rapturous welcome in Sydney, the pair formed Australian National Airways in December 1928, with Kingsford Smith as the figure head and Ulm as the entrepreneurial genius. But their reputations took a pounding the following year when they were lost for 13 days in the desert after the Southern Cross was forced to land on a flight to London. Two of their friends were killed during a botched rescue bid. Ulm was accused of staging the disappearance as a publicity stunt, though he strenuously denied it.

ANA eventually got off the ground in 1930, with regular flights between Sydney, Melbourne and Brisbane. However, tragedy struck again when one of their five planes, the Southern Cloud, crashed into the Southern Alps.

"It was a major setback," says John Ulm, "but they could have traded out of it. It was the Depression which killed them." ANA was forced into liquidation in 1933, but CTP - as the Ulm family call him - still believed in the future of aviation and got the backing to pioneer a commercial route across the Pacific, linking Australia to the great US cities.

He disappeared a final time aboard his new plane, Faith in Australia, while flying from Oakland to Hawaii in December 1934. His body and those of his two crewmen were never found despite a massive air-sea search.

"I'd like people to remember my father as Australia's first airline pilot," says his son. "Smithy always praised Ulm's 'organising genius'. They were a team. Each needed the other. But as time has moved on, all the leading aviation experts recognise Ulm's contribution to Australian commercial aviation."