

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

July 2004 No.375

file 2004 - 2

July Meeting

The July meeting will be held at the Powerhouse Museum on Wednesday 7th July 2004, 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.

The guest speaker for the evening will be Fred Lane, who will discuss

A Naval Perspective on the air war: Korea 1950-1953

Fred Lane flew 71 Sea Fury sorties from HMAS Sydney in 805 Squadron in Korea in 1951-52. Most were armed reconnaissance with the Sea Furies carrying eight 3-inch rockets and four 20mm cannon with about 125 rounds per gun. RAN Fireflies carried two 500 lb bombs and similar cannon, mainly for rail bridge and tunnel targets, or two depth charges for ASW patrols. "Operation Strangle" strategy, administered by a Joint Operations Centre, employed USN, RN and RAN carrier aircraft chiefly to stop stores and troop movement on the East Coast and West Coast respectively. USAF B29s attacked targets deeper inland. Other RAN tasks included strikes, naval gunfire support, Army support, RESCAP, CAP and ASW patrols. Supported strongly by us, naval air changed its strategy of "trading ox-carts for aircraft" after we left to target the relatively undamaged hydro-electric and other infrastructure. A marked acceleration of peace talks followed.

Fred joined RAAF No.1 Course, 1FTS, in 1948 before completing OFSS in the UK and qualifying as a deck landing pilot in Seafires. He became the first RAN pilot to achieve A1 QFI status through the RAAF system (1967). He flew from all three RAN carriers and was the only person to fly as an embarked squadron pilot in all three RAN fighter aircraft types. He commanded 805 Squadron twice, with Sea Venoms in 1961-62 and Skyhawks in 1968-69. He

was the first Australian career serviceman to retire without a tertiary qualification (1974) and go on to do a PhD (1984). He presently delivers yachts up and down the coast and is the Honorary Secretary of the Naval Officers Club.

Please join us to hear about another fascinating aspect of the war in Korea, from an undoubtedly equally fascinating aviator.

Committee Meeting – deferred

The Committee meeting originally programmed for July has been deferred until August.

June Meeting

Our guest speaker was Des Cooke, a retired pilot with vast experience in A.N.A., Qantas and general aviation, who related many stories about his life and times in the aviation industry.

Des described his early career aspirations and the impact on them by the Depression, and his aviation employment, which began with Ansett Manufacturing during the early stages of World War II. Activities included involvement with the re-building of the port wing of Lockheed 10B VH-UZO, and modifications to military aircraft such as B-17s, B-25s and A-20s. He told several other stories of this period of his life.

His flying career started with training at the Royal Victorian Aero Club, where he learnt to fly on the Stinson 105 and went on to attain his commercial licence and instructors rating. He joined Australian National Airways in 1950, where he flew Bristol Freighters, DC-3s, DC-4s and DC-6s. Des related numerous frightening stories, including one concerning the Bristol 170, which only had a control column at the captain's position. Unfortunately, just after take-off, the captain's seat slid backwards, leaving Des to attempt to control the aircraft from the right hand seat. On another occasion he was crew on a DC-4, which had all four engines momentarily stop, whilst on the cruise, due to a fuel transfer problem.

At Qantas, Des flew L-1049 Super Constellations, B707s and B747s. He discussed several occurrences on B707 aircraft that led to design rectification, although at the time, the manufacturer believed such occurrences could never happen. One particularly important lesson that Des stressed was about experience in identifying potential operating problems and the need to have sound engineering back up and resources.

Des also gave some thought provoking and interesting observations on command, crew management and fuel management. It was indeed a most enlightening and interesting address.

On the Internet

Fred's Airshow Journal

(<http://elcentro.airshowjournal.com/2004>)

This particular site features the 2004 El Centro air show, but also has links to many others. Fred Bruenjes is the photographer – and he is certainly an expert. You won't be disappointed with these images.

AvInfo – The UK Aviation Site

(www.wajb.freeseerve.co.uk)

This excellent UK site contains an enormous amount of information on UK aviation. It features airlines, airports, codes, photographs and many links.

The Airline Codes Web Site

(www.airlinecodes.co.uk)

If you are looking for that code within the plethora of aviation jargon, then you'll surely find it here. There are IATA and ICAO airline and airport codes, country codes, Boeing codes, aircraft registers and many excellent links.

Watson's Military Page

(<http://wmilitary.neurok.ru>)

This interesting Russian site (in English) features modern Russian aviation as well as large sections on the Imperial Japanese Navy, World War I fighters, and a World War II aircraft museum. Each section details specifications, diagrams and/or images of a wide range of aircraft.

Evergreen Supertanker

(www.evergreenaviation.com/supertanker/index.html)

This is just part of the Evergreen Aviation site, but features details of the B747 that Evergreen has developed for fire bombing. It includes images, technical data and a video. What will they think of next?

CD-ROM Review

Melbourne based member and unofficial company historian for Ansett, Fred Niven, has produced a

revised version of his CD-ROM on the history of the Ansett Group of airlines from 1921 to 2002.

This greatly enhanced version of the CD-ROM, which is viewable on both PCs and Macs, covers the entire Ansett group of airlines in Australia, PNG and New Zealand from 1921- 2002, plus aircraft disposals up to early May 2004. Its comprehensive coverage includes histories and route networks of Ansett Airways to Ansett Australia, A.N.A. and Airlines of Australia and all their predecessors, Aeropelican, Hazelton, Kendell, Skywest and all its predecessors, and all other subsidiaries of ATI and their predecessors, and their aircraft, since Western Australia Airways operated Australia's first scheduled air service in 1921.

There are details of each aircraft operated by any Ansett-related airline from pre-WWII single engine types through to the B747, including their previous and subsequent histories up to 2004 by registration and airline, and cross-referencing. Fred has also included important events that have happened to each aircraft, plus short and long term leases or use by other airlines. Additionally, there is data on aircraft used by the Ansett group, but operated by other carriers, such as Arrow Air, Amman Aviation, Pel-Air, Qantas, National Jet Systems, to name but few.

There are over 3,500 images of these aircraft that have been operated since 1921. From a range of sources, Fred has acquired many rare images of jet, turbo-prop and piston engine aircraft and helicopters in all colour schemes. The scope of such aircraft images is enormous, and the following list does not do it justice, but just a few examples include Town and Country Airways Ansons, Mandated Airlines Hudsons, Butler Air Transport Ambassadors, Gibbes Sepik Norsemans, Ansett-MAL Aeromacchi AL-60, Guinea Airways Convairs, Trans Oceanic Solents, West Australian Airways DH.50A, Pacific Aerial Transport Junkers W.33, Southern Airlines Herons, Skywest Gulfstream 1, Airlines of NSW DC-4, Ansett-ANA Aero Commander, and many, many more.

This excellent CD-ROM should be an essential addition to the collection of anyone interested in aviation, and particularly to those who require a more detailed history of many of Australia's great airlines.

The CD-ROM can be purchased for \$32 inc P&P direct from Fred. Post Money Orders/cheques, made out to Fred Niven, or cash to: Fred Niven, 27 Alfred Grove, OAKLEIGH EAST, VIC 3166. Phone/fax (03) 9544 3388 or fniven@bigpond.net.au.

Note: No orders will be processed between 10 August and 9 October 2004.

Assistance Wanted

David Eyre

As mentioned last month, David Eyre, is in the process of producing a greatly enlarged and more comprehensive book on Australian and New Zealand registered aircraft. He is seeking information about an aircraft designed and built by Christopher Govan in the 1930s.

At about the time of the 1934 Centennial Air Race, Govan constructed an all-metal twin engine monoplane with an enclosed cabin, with the intention of entering it in the race. It is believed that the aircraft was not completed and did not fly, although from photos that David has of the aircraft, it was close to completion.

David would like to borrow any information, cuttings or articles on this aircraft, and can be contacted at 35 Benwerrin Crescent, Grasmere NSW 2570 or on (02) 4655 3634 or via email david_eyre@bigpond.com.au.

News Items

NEWS FROM THE NORTH.

Your Cairns 'Snoop' brings news of a rare encounter with an exquisite aeroplane, on a brief visit to Tropical North Queensland. This beautifully restored example of a de Havilland aircraft, which graced our skies all too briefly, is the DH 84 Dragon VH-UXG, proudly owned by the delightful couple, Des and Kathleen Porter, whom I met for the first time, on this occasion.

These two lovely people are true ambassadors within the GA fraternity, so warm and friendly, with a welcoming smile for all with an interest in REAL aeroplanes. Unlike many I have encountered over the years, with the talk down snobbery I am sure we have all encountered, sadly too often.

Those of you who may already know this aircraft, and its delightful owners, will I am sure, appreciate the pleasure experienced by all who make their acquaintance. The aircraft itself has a unique history, revealed in a most interesting booklet entitled, "OUR STORY", written and illustrated with superb air to air photos, by renowned aviation writer and photographer, Craig Justo. If you take 'CLASSIC WINGS' you will be aware of Craig's great aviation photos.

Unfortunately, time did not permit opportunities for scenic flights on this visit, but Des has promised to return to Cairns, hopefully to give the many admirers of this truly historic beauty, the pleasure of a 'Dragon' experience.

My last experience of a Dragon being a flight around Caernarfon, North Wales, which I've never forgotten, I was however, able to enjoy being aboard with Des whilst he taxied from the hangar, prior to leaving.

Being a true devotee of all things de Havilland, having lived my tender years adjacent to the Stag Lane, Edgware aerodrome and works, the home of DH, it was a real pleasure for me, to see again the simple, yet superb engineering, exemplified and still functioning safely today, in this and many other aircraft from this era. The manual folding of this biplane's wings that is so simply achieved was fascinating to see.

What greater credit could there be, for any designer and manufacturer in any industry from this era, considering this aircraft was first built in 1936.

Roy Fordham - Your Northern Correspondent.

Note: Two of Roy's photographs of the aircraft are overleaf.

Calendar of Events

3 July 2004 World Hot Air Balloon Championships, Mildura Vic

4 August 2004 AHSA (NSW) Inc monthly meeting, Powerhouse Museum – members' short talks

28-29 August 2004 Temora Aviation Museum Flying Days, Temora NSW

28-30 August 2004 Queensland Vintage Aircraft Group Festival of Flight, Watts Bridge Qld

1 September 2004 AHSA (NSW) Inc monthly meeting, Powerhouse Museum – Ian Debenham

17-19 September 2004 Narromine Aero Club 75th Anniversary

3 October 2004 Amberley Air Show. RAAF Amberley Queensland

6 October 2004 AHSA (NSW) Inc monthly meeting, Powerhouse Museum

9-10 October 2004 Temora Aviation Museum Flying Days, Temora NSW

3 November 2004 AHSA (NSW) Inc, Arthur Butler Memorial Lecture – Phil Dulhunty OAM

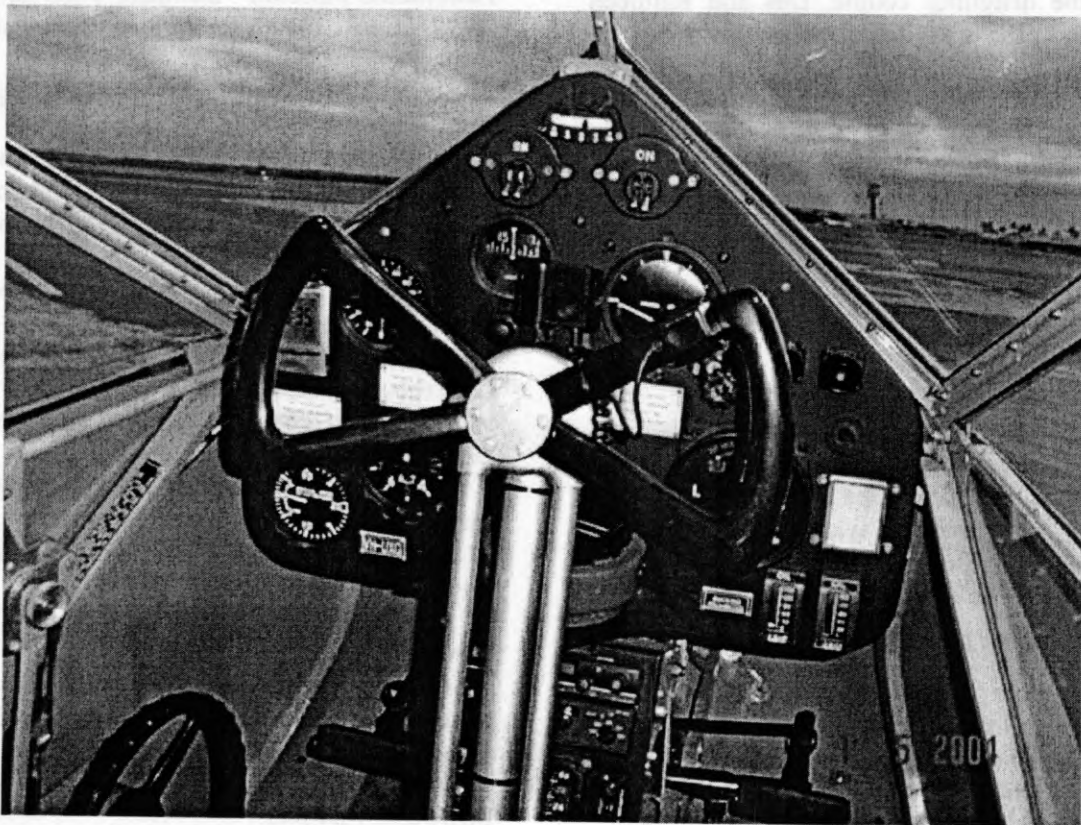
27-28 November 2004 Temora Aviation Museum Flying Days, Temora NSW

News

News items, other contributions, advertisements 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).



VH-UXG DH-84 Dragon at Cairns



Flight deck of the DH-84

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

My First Close Encounter With A C-47.

Last October I visited The South Australian Aviation Museum at Ocean Steamers Road, Port Adelaide. I was renewing contact with an ex RAAF Dakota, A65-114. I believe that I first saw it at Raglan Aerodrome on Sunday afternoon, October 28, 1945, just 58 years previously. It is now the centrepiece of the museum's collection, displayed in the markings of the Aircraft Research and Development Unit in which it served at RAAF Edinburgh until 1986. Back in 1945 it was a RAAF VIP aircraft, the pride and joy of the Australian Prime Minister, Bathurst's favourite son, Ben Chifley.

A65-114 came on RAAF strength in June 1945, just one month before the Labor caucus elected Ben Chifley Australia's Prime Minister, following the death of John Curtin. Soon after becoming Prime Minister, Chifley requested that a RAAF Dakota be assigned permanently for his personal use. This request may have been prompted by the Duke of Gloucester, Australia's then Governor General, who had imported an Avro York for his own personal use a few months earlier. Maybe it was a matter of keeping up with the Gloucesters! In any case, Chifley's C-47 was 'spaciously and splendidly furnished' and had been flown to Bathurst that Sunday in October with the Prime Minister on board. The following day it took the Prime Minister's wife Lizzie, and several other family members and friends, on a joyride over Bathurst. For Lizzie this was her very first flight.

During my inspection of the C-47 at Raglan Aerodrome a fairly relaxed RAAF crew allowed me to touch and scrutinise every external detail. However, later in the year, when the Prime Minister used the aircraft for a morale boosting Christmas visit to Australian servicemen still waiting to be repatriated from New Guinea and New Britain, that same relaxed attitude almost contributed to disaster. Chifley's biographer, David Day, refers to a hazardous flight across the sea to Rabaul and further peril at Piva North Airstrip, Bougainville, where the aircraft was left unguarded and was sabotaged, apparently by disgruntled Australian service personnel. If the damage hadn't been noticed and the aircraft tried to take off, it would have crashed and Chifley probably would have been killed.

As an eleven year old, at the time of the visit of the VIP C-47 to Bathurst, I was aware of Ben Chifley's rise from a working class background to the position of Prime Minister. I knew that he had once been an engine driver and also liked to drive himself by car to and from Canberra. I had no idea at the time that he had anything to do with aviation. And yet on the very day that Lizzie Chifley was experiencing her first flight, October 29, 1945, a benchmark legal challenge to the constitutional validity of the Australian National Airlines Act commenced in the High Court in Melbourne.

This act encompassed the Australian Labor Party's post war vision for the full nationalisation of Australian civil aviation. Ben Chifley was a principal architect of that legislation. At age eleven I may have been forgiven for underestimating Chifley's aviation credentials. But even now he is rarely mentioned in connection with aviation, except when his flawed attempts at nationalisation are being discussed. In their book *Ansett, The Collapse (2002)*, Geoff Easdown & Peter Wilms wrote, "Prime Minister Ben Chifley and his Minister for Civil Aviation, Arthur Drakeford, were old railwaymen. They held to the tenet that God intended all transport systems to be state-owned especially those competing with the trains for patronage. Brogden argued that these old-style Labor politicians loathed the foreign shipping interests that held a significant stake in Ansett's big airline rival, ANA." Whether Chifley was an old-style Labor politician or not, none of the airlines that challenged his legislation in the High Court in 1945, now exists. Only Qantas, which he took into the protection of public ownership where it remained for almost 50 years, has survived. The airlines he helped create, Trans Australia Airlines and British Commonwealth Pacific Airlines, also survive in spirit as part of Qantas.

Ben Chifley's contribution to aviation extends over a longer period, and is perhaps more significant, than currently acknowledged. He was born in Bathurst on September 22, 1885. His early working life and union involvement was with the NSW Government Railways. His biographer, David Dav. noted that he also took a strong interest in the exhibition flights by visiting airmen to Bathurst

during the 1920s. He was first elected as the Labor candidate for Macquarie in 1928, and became part of the Scullin Labor Government following a subsequent election in 1929. He was appointed Minister for Defence and Assistant to the Treasurer for the last 10 months of that government. Tributes to his grasp of the aviation departments of his portfolio, both civil and military, can be found in *Qantas Rising*, in which Hudson Fysh wrote, "In March 1931 Chifley became Minister for Defence for some months and I shall never forget what a tremendous impression he made on me when I saw him for the first time on one or another of our difficulties. Chifley was to do a lot for Qantas later on, when he was Prime Minister", and in *These Are Facts*, in which Sir Richard Williams wrote, "he (Chifley) did not place the Secretary of the Department between himself and the Services. He would read a submission, perhaps ask a question or two, which were always very much to the point, and if he had any particular views on the matter being dealt with he would always state them clearly. One was always able to get the Minister's view personally."

At the 1932 election the Scullin Government was defeated, and Chifley also lost his seat. During the period until his re-election to again represent Macquarie in 1940, he involved himself in the local politics of Bathurst. From 1937 he was President of the Abercrombie Shire Council and used that position to represent to the Federal Government, Bathurst's need for an aerodrome. In the Curtin Labor Government he was appointed Treasurer from 1941 and Minister for Post-War Reconstruction from 1942 to 1945. From 1945 to 1949 he served as both Prime Minister and Treasurer. He was in a powerful position to implement his vision for post-war civil aviation in Australia. With his lieutenants, Corbett, as Director-General of Civil Aviation, and his old union mate Arthur Drakeford as Minister, he set about planning. At the end of 1943 an inter-departmental committee was set up, which sought opinions from Australian civil operators by way of a questionnaire. It was hoped that constitutional challenges to the forthcoming legislation would be obviated by a Yes vote at the referendum of August 19, 1944, but the referendum was lost. Notwithstanding, Chifley announced on November 22, 1944, that he would nationalise the airlines once the war was over. He introduced the Australian National Airlines Bill in May, 1945.

Daniel McVey, who succeeded Corbett as Director-General, presented his General Review of the year 1944/45. In it he explained the pioneering role of the humble C-47 in the Government's post-war plans. "The outstanding decision affecting domestic Civil Aviation is that of the Government to bring interstate airline services under national ownership and operation. Towards this end, the Australian National Airlines Act was passed by Parliament on 2nd August - shortly after the close of the year under review. During the year there were acquired by the Commonwealth Government, under Lend-Lease, 12 C-47 military transport aircraft... steps are being taken to acquire additional aircraft of similar type... these machines will be reconditioned and converted for civil operation and should meet requirements until post-war civil types are available." The Government's plans were thwarted by the success of the High Court challenge to the Act. However the High Court ruling did not prevent the Government from setting up its own interstate airline and nationalising the international operator, Qantas. Accordingly the Australian National Airlines Commission was established and in the course of a few months TAA operated its inaugural flight when DC3 *Hawdon*, VH-AES, flew from Melbourne to Sydney on September 9, 1946. This aircraft started life at Long Beach, California on November 6, 1942 as C-47 c/n 6021.

Ben Chifley lived modestly, in his room at the Kurrajong Hotel while in Canberra, or with Lizzie at their small semi-detached cottage in Busby Street when at home in Bathurst. The Chifley Home is now open to the public. In the room that once served as a study there is but one reminder of Ben Chifley's contribution to Australian aviation. It is a chromium plated model of a DC3 mounted on a polished wooden base. The top of the fuselage opens to reveal a pipe and tobacco pouch. It was presented to Ben Chifley, at Raglan Aerodrome on Saturday December 14, 1946, by Arthur Butler on the occasion of the inauguration of the first Sydney-Bathurst air service.

Today there is something incongruous about the eight metre tall, steel statue of Ben Chifley standing in Sydney's Chifley Square, against the extravagant background of the Alan Bond conceived Chifley Tower. However, he is able to keep silent watch on Qantas House just opposite. **John Scott.**



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Southern Skies

The Newsletter of AHSA (NSW) Inc

August 2004 No.376

August Meeting

The August meeting will be held at the Powerhouse Museum on Wednesday 4th August 2004, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer. Visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting.

The theme of the evening will be

A Members' Night with a Difference

Ian Dolstra, Bill Holswich, Roger Kennedy and one other member will each give a short talk on one of their special interests in aviation. Ian Dolstra will discuss matters on aviation philately; Roger Kennedy will talk about his special interest in the Vickers Viscount and will also show a short video. Bill Holswich is keeping us in suspense, but will discuss a topic which he assures me will be of great interest.

Please join us for another interesting night of aviation memorabilia.

Committee Meeting

A Committee meeting commencing at 6:30pm will be held immediately prior to the August monthly meeting.

July Meeting

Guest speaker for the evening was Fred Lane, who discussed A Naval Perspective on the Air War: Korea 1950-1953. However, the title of this address really understated the depth and interest of this talk.

Fred began with an excellent background on the evolving strategies and jealousies that developed between the armed forces of the USA following the cessation of the hostilities of World War II. He noted that one of the successful strategies of World War II, by both the USA and Japan, was the use of strike aircraft. At the same time, the developing USAF saw

strategic bombing was the only reasonable way for future wars to succeed.

The USAF believed that the Convair B-36 was going to be the aircraft that would make navies superfluous. Unfortunately for the USAF, it was not successful because it was underpowered, and even the B-36A, with four additional turbojets still could not make the grade because of Mach number problems amongst a range of other inadequacies.

Fred went on to detail a wider range of top level rivalries within the United States Navy as well as between the services that proved fascinating listening. He also told about projects that were in train, such as the aircraft carrier with no island, which could accommodate the P2V-3C – the nuclear weapon armed version of the Lockheed Neptune.

Whilst the rivalries continued, on 25 June 1950, North Korea attacked South Korea. The United States Navy aircraft carrier USS Valley Forge and the Royal Navy aircraft carrier HMS Triumph were two ships of particular note. The USS Valley Forge, which has been in Hong Kong at the outbreak of war, was quickly into action and the first carrier air strike of the war was launched from her flight deck on 3 July 1950, when Douglas Skyraiders, Vought F4U Corsairs and Grumman F9F-2 Panthers attacked the North Korean airfield at Pyongyang.

The HMS Triumph, which had been on a cruise to Japan with other ships from the Far East Fleet, was able to contribute to the initial attacks with Fairey Fireflies and Supermarine Seafires.

The Royal Australian Navy Fleet Air Arm provided an essential component of the strike force against North Korea. The FAA participated along with the United States Navy in Operation Strangle during 1951. This involved attacks on roads and bridges, although the North Koreans were often able to restore

damaged bridges and tunnels overnight despite some bombs that carried 24 hour delayed fuses. Fred said that the 16" battleship guns were able to inflict not only huge, but also accurate damage on enemy targets, and noted that the RAN was well trained in battleship support. Fred went on to discuss a number of other aspects of the Korean War and the great contribution made by Australian ADF personnel.

Perhaps one of the most interesting revelations that Fred made was the conflict between "official sources" concerning statistics and events of the Korean War. Even "official sources" from the United States Navy, RAAF, RAN and the Royal Navy lack, ignore or provide conflicting reports. He believed that the records closest to the truth were from the United Nations, but this only highlighted the difficulty for historians in revealing the true picture of events.

In summarising, Fred posed an interesting final question: "Did the Korean War save naval aviation, or did naval aviation save the Korean War?"

This was one of the most interesting talks we have experienced for some time, and the use of a lap-top and the polished presentation by Fred made it that more enjoyable.

On the Internet

Great Circle Mapper

(<http://gc.kls2.com>)

This site provides graphics of great circle routes for aviation purposes. It contains flight paths, distances and you can add in ETOPS requirements. It is not valid for flight planning or navigation, but is a fascinating tool for those interested in navigation.

Australian Aircraft Register – Search Facility

(www.16right.com/GetRego.php)

Those readers who access the CASA website for Australian Civil Aircraft Register information will be familiar with the lack of a descent search facility. This site solves much of that problem and is ideal for determining many fleet lists.

Fairchild C-119 Flying Boxcar

(www.flyingboxcar.com)

This excellent site describes all about the Fairchild C-119 Flying Boxcars that still operate in Alaska. There are details on each aircraft, performance, specifications, the uses and qualities of the aircraft as well as many fascinating images.

The Zeppelin Library Archive

(www.ciderpresspottery.com/ZLA.html)

During John Goble's talk at the May meeting, frequent reference was made regarding Zeppelins.

This site will provide you with excellent images and data about the first Zeppelins, the Zeppelin at war, pre-WW I Zeppelins and the great Zeppelins.

Goleta Air and Space Museum

(www.air-and-space.com/peacemaker.htm)

In light of Fred Lane's discussion on the inadequacies of the B-36 Peacemaker, this is a timely opportunity to read about this aircraft. There are plenty of images and data, and good links to other sites on the subject.

News Items

DC-3 News Update

In the April 2004 issue of Southern Skies, it was reported that DC-3, VH-BPL (c/n 12873, ex RAAF A65-44), which had been parked at Hoxton Park for several years had been donated to the Qantas Founders Outback Museum at Longreach.

Al Bovelt reports that the aircraft has been cleaned externally, the engines removed and the centre flaps, the outer wings, the tailplane fin and fin fillet will be removed for the road trip to Longreach. The aircraft will be marked as VH-EAP (an earlier Qantas registration) of QANTAS Empire Airways and will be painted all over silver.

As Al has noted, it will be much better to see the aircraft with all its history at Longreach instead of deteriorating at Hoxton Park.

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LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

My First Close Encounter with a B-29.

"You can fight with your sacrifices, with your unflagging spirit, with your money. The Battle of the Bismark Sea shows what your sacrifices can bring in handsome dividends in enemy destruction. Your pounds helped pound the enemy then. We must keep on pounding him. He still stands, bloated in conquered strength, astride every approach to our land except the vital link with the United States across the hazardous Pacific and with Europe across the equally perilous Indian Ocean....We, with New Zealand, are the only unconquered outposts of democratic civilisation in this part of the world. Our gallant American Allies cling tenaciously to the Solomons, but elsewhere Japanese domination holds conquered people in brutal grip." These were the words of Australia's Prime Minister, John Curtin, when he opened the Third Liberty Loan in a national broadcast on March 15, 1943. Australia had been at war for three and a half years and, although the threat of invasion of the mainland had receded, there were still another two and a half years of hard fighting ahead. In the meantime, more and more money was required by the Commonwealth Government to finance Australia's part in the continuing war.

Borrowing by the Commonwealth Government from the Australian people was initiated early in 1940 by the Loans Council. Citizens were asked to subscribe by purchasing War Savings Certificates which were issued with a face value of one pound. From the outset graphic artists were engaged to advertise the loans by depicting heroic scenes of our servicemen engaged in the defence of Great Britain. Our airmen, and the aircraft they flew, featured prominently on posters and in newspaper advertisements. And whenever an aircraft was illustrated it was inevitably a Supermarine Spitfire. I was introduced to the war effort at primary school via sixpenny War Savings Stamps. Children were encouraged to save by purchasing these stamps and mounting them in the booklets provided. The stamps were blue in colour and were known as "Spitfire" stamps, because of the aircraft perceived to be engraved thereon. As a purchaser of these stamps I always felt short changed because it was clear to me that the engraver had chosen, for reasons known only to himself, a Boulton Paul Defiant as his subject.

The next aircraft used to symbolise the nation's will to win the war, and promote the War Savings campaign in Australia, was an Avro Lancaster. When John Curtin launched the Third Liberty Loan in March 1943, arrangements were in hand to fly a brand new Avro Lancaster (ED930), "Q for Queenie", out to Australia to support the loan. It arrived at Amberley, via the Atlantic, Canada, the USA and the Pacific on June 4, 1943. On August 15 1943, John Curtin flew in "Q for Queenie" from Adelaide to Perth and made a broadcast to the nation while airborne somewhere over the The Great Australian Bight. On October 19, at Wagga, John Curtin's wife Elsie experienced her first flight in an aircraft in "Q for Queenie". The famous flight under the Sydney Harbour Bridge occurred at about noon on October 22. Then on October 25, "Q for Queenie" flew over Bathurst. The following day it crash landed at Evans Head. But at this time in Australia, as John Curtin had indicated in his launch speech, the war focus was much closer to home than in the first two years of war, and the allied aircraft engaged in it were predominantly American. In the USA the Manhattan Project was underway at Los Alamos, New Mexico, and the first Boeing B-29 Superfortress units were being formed to commence training.

A second Avro Lancaster, this time an aircraft with an amazing operational record and destined for preservation in the Australian War Memorial, was flown out to Australia, following a similar route to "Q for Queenie". This was of course the ex 460 Sqn RAAF, "G for George", RAF serial number W4783. It arrived at Amberley on November 8, 1944, and soon became the star attraction during its Second Victory Loan tour of the eastern states. Sydney caught its first glimpse of the next generation strategic bomber when a Superfortress named "Genie" landed at Mascot on Saturday June 23, 1945. When it took off to return to its Pacific base on the following Tuesday morning its pilot, Lt Col Oscar R. Schaaf from Pilot Rock, Oregon, took it on a farewell circuit of Sydney at a height of about 1000ft. The war in Europe had ended on May 9. The Avro Lancaster was already passing into history. The immediate future of the strategic air offensive against Japan lay with the B-29.

During 1944 the 20th Air Force was established, with its headquarters in the Pentagon, as the command structure for all B-29 units. Initial deployment of B-29s occurred during the northern spring of 1944, to bases in India and China. Meanwhile US Marine and Army forces, supported by carrier forces, began progressive assaults on the Marianas Islands of Guam, Saipan and Tinian. Following their capture, the US Navy SeaBees and Army Engineers began the construction of large airfields to accommodate the B-29s. The Island of Iwo Jima, half way between the Marianas and Japan was captured in February 1945 and Okinawa, southwest of the main islands of Japan, was taken in March 1945. The first B-29 operation was carried out on June 5 1944, from a base in India against targets in the Bangkok area. The first B-29 operation against Japan was carried out on June 15, from a base in China. By September the construction of airfields in the Marianas was progressing. Isley Field on Saipan received the first B-29 to land in the Marianas on October 12. All of the B-29s from China and later from India now commenced relocation to the Marianas and on November 24, B-29s commenced raids on Japan from these Islands. By the time "Genie" arrived in Sydney in June 1945, many Japanese cities had been devastated by B-29 delivered high explosives and incendiaries. Three weeks later the first successful explosion of a nuclear device was achieved at Alamogordo, New Mexico. For Japan things were going to get a lot worse.

As I write this L&L, my Yahoo website tells me that Charles W. Sweeney died of natural causes at Massachusetts General Hospital on July 15, 2004, at age 84. It was a 25 year old Major Sweeney who dropped the second atomic bomb on Nagasaki, from B-29 "Bockscar", on August 9, 1945. On August 15, Emperor Hirohito broadcast news of Japan's surrender to his people.

The Fourth Victory Loan was always going to be difficult to promote. It opened in September 1945, one month after final victory had been won. However, the Australian Government desperately needed money to finance the huge task of rehabilitation. Support from the American Government came in the provision of a B-29 and crew, during the whole of October, to tour all of the Australian States in order to attract subscribers to the loan. A Guam based veteran of 29 bombing missions, "City of Paterson", was chosen for the task. It was renamed "Waltzing Matilda" and was flown from Guam to Eagle Farm, where it arrived on September 30. It then flew to Perth, via Sydney, Melbourne, Adelaide and Kalgoorlie. At Perth the formal tour itinerary commenced. It landed at Gawler on its way back from Perth, and from there it flew to Tasmania. Then "Waltzing Matilda" toured the eastern states until it again reached Eagle Farm at the end of October. From there it departed Australian shores for Guam.

Huge crowds flocked to Fisherman's Bend, over the week-end of October 13/14, where an Air Show and Static Displays were held. The 'Age' advised that on show would be, "The Superfortress, "Waltzing Matilda", together with other machines including Britain's Wonder Spitfire, and Australian-built Beaufighter, Beaufort, Mosquito, Boomerang, Wirraway, Tiger Moth & Mustang. The Public is invited to enter through the Department of Aircraft Production, Beaufort Division, Main Assembly Building to see the "Lincoln", the largest Australian - built aircraft in course of construction."

Bathurst would have been an unlikely port of call for "Waltzing Matilda", except that it was the Australian Prime Minister's home town. It arrived over Bathurst in style, shortly before noon on Friday October 19, escorted by 36 British Fleet Air Arm Corsairs and Seafires. "Waltzing Matilda" landed on the unsealed wartime strip that was Raglan aerodrome while the escort returned to Sydney. The crew of 14 young US airmen had been invited to stay overnight in Bathurst.

Early on Saturday morning I cycled out to Raglan to carry out my first close inspection of a B-29. Soon the crew arrived with their hosts and last farewells were said. "Waltzing Matilda" then carried out its engine checks at the southern end of the main strip and took off, leaving an enormous cloud of yellow brown dust to drift over the nearby village of Raglan. It circled Bathurst and then turned back towards the aerodrome and the small group still waiting there. I watched with mounting alarm as the huge aircraft descended towards us until I thought it would surely crash. As it roared directly overhead at a height something less than 200ft, I realised that I had been "Shot Up" by a B-29.....**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

September 2004 No.377

September Meeting

The September meeting will be held at the Powerhouse Museum on Wednesday 1st September 2004, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer. Visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting.

The Guest Speaker will be, Society president, Ian Debenham, whose topic will be

Lawrence Hargrave – Coincidence or not?

The talk will focus on Lawrence Hargrave and the evidence linking his development of the box kite to the Wright brother's successful aeroplane.

Most books on pre-Wright and Wright Brothers aviation neglect to mention Hargrave and his aviation experiments. Orville Wright, in responding to a question put to him by Wright Brothers biographer, Fred C Kelly, about Hargrave's influence on them, denied that they had used his work. Yet there is a visual similarity between a Hargrave box-kite and the Wright's "Flyer". Coincidence or not?

Evidence has now been found amongst the correspondence between Lawrence Hargrave and Octave Chanute and in the Wright Brothers papers to suggest that Hargrave's role in the development of the successful aeroplane was significant but because of the process of innovation and ego this role was not acknowledged properly and the Wright Brother's did not know that they really owed a debt to Hargrave.

Following a career as a licensed aircraft electrician and instrument fitter with Qantas Airways Ian sought an alternative. He gained his Higher School Certificate and matriculated to University graduating in 1979 with a Bachelor of Arts Honours degree majoring in History. Having completed a post-graduate diploma in museum studies he was employed on the embryonic Powerhouse Museum project and is

still there after 24 years as the Curator of Transport with specific responsibility for the aviation and maritime collection.

Please join us for another interesting night of Australian aviation history.

August Meeting

The August meeting featured the theme: *A Members' Night with a Difference*. This concept arose from discussions amongst members where it was recognised that many members had particular interests and had carried out research on a variety of aviation related subjects, and were able to give short presentations on these interests. There is no doubt that the evening was an unqualified success, and there has been widespread support for a similar meeting next year.

Ian Dolstra discussed his interest in aviation philately, and in particular, first day covers. Not only did he display some of his extensive collection, but also talked about his special interest in covers that featured Pan American World Airways. His talk also provided a great insight into many facets of aviation history, including the survey flights carried out by Pan American flying boats prior to World War II. These featured the flights to the Philippines in 1935 and other flights to Wake Island and Guam, through to Macau, as well as that to New Zealand in 1937. The aircraft involved included Sikorsky S-42, the Martin Clipper and the Boeing 314. All of these flights and aircraft are featured on Ian's covers.

Bill Holswich, who promised us a surprise, was true to his word. His interest in World War II, and particularly the action in New Guinea, enabled him to provide a fascinating insight into the Japanese support organisation and the attacks on it by RAAF 30 Squadron Beaufighters. Bill provided an excellent talk about the build-up by the Japanese on New Britain and particularly the use of landing barges. The most prevalent was the 14 metre barge, which could

carry about 70 persons. From the main base at Rabaul, the Japanese used them for supply and evacuation and the servicing of the many Japanese outposts on New Britain and the mainland of New Guinea.

Bill went on to discuss the attacks by Beaufighters of RAAF 30 Squadron and several of the courageous battles fought by the Squadron. He also showed some excellent images, maps and documents from the era, and of course was able to display the propeller of one of the landing barges. This talk could easily have occupied an entire evening.

Roger Kennedy gave an entertaining talk on the famous Vickers Viscount. Originally intended to be named the Viceroy, the name Viscount was adopted instead, due to the sensitivities about colonial times from the newly independent India. The aircraft was also intended to be powered by the Mamba turbo—prop, however the more efficient and reliable Dart won the day. The first airline to operate the Viscount was British European Airways and the last to order it as a new aircraft was C.A.A.C. of China. 444 examples of the aircraft were built.

Roger described the Viscount's history and provided several books and photographs for perusal, followed by a promotional video for the aircraft. They don't make movies like that anymore!

Finally, Robin Mead gave a short talk on another, but not so famous British aircraft, the Handley Page Hermes. He provided an interesting background on the aircraft, followed by a promotional B.O.A.C video on its aircraft that operated during the 1950s. Types featured included the Hermes, the Boeing Stratocruiser, the Lockheed Constellation and a glimpse of the new Bristol Britannia.

On the Internet

Airborne Research Australia
(<http://ara.es.flinders.edu.au>)

Airborne Research Australia, which is based at Parafield, is Australia's National Research aircraft facility. This site details its operations, with reports, papers and details of aircraft and their performance and technical data. It has particularly interesting information on Small Environmental Research Aircraft (SERA).

USAF Airborne Reconnaissance Program
(<http://usafss.boltinghouse.tripod.com>)

This incredible site provides an enormous amount of information on SIGINT, COMINT and ELINT and details the history of the USAF Security Service since the Cold War. There is plenty of information on the

Vietnam War, new technologies in intelligence gathering, the fall of the Berlin Wall, changes post Cold War and much more. There are many fascinating images, too.

Bureau of Meteorology Aviation Weather Services
(www.bom.gov.au/reguser/by-prod/aviation/)

The Bureau provides an excellent service on this site, with access to satellite and radar imagery, aviation meteorology, terminologies, and frequently asked questions. This is a most interesting site.

Joint Stars (JSTARS) Program
(http://militarycomms.tripod.com/joint_stars/index.htm)

The Joint Stars program is a USAF and US Army joint program. This site provides comprehensive detail on the program and its aircraft, along with many interesting images.

Q.A.N.T.A.S. Founders Outback Museum
(www.qfom.com.au)

This site has been greatly enhanced since first mentioned several years ago. It now features a large amount of information on the Q.A.N.T.A.S. story, short biographies, latest news, along with many images.

News Items

Did You See?

Two recent television programs on ABC TV featured two of our eminent members. The second program in the series "The Way we Were" featured Nancy Bird Walton, who gave an entertaining account of her life, her initial meeting with Sir Charles Kingsford Smith and her flying career. Nancy also brought to the attention of the host, Mark Trevorrow, the debate about whether it was Fred Custance who was the first person to fly a powered aircraft in Australia, rather than Harry Houdini.

More recently, Ian Debenham featured in the program "Rewind" where among other matters, he discussed the correspondence between Lawrence Hargrave and Octave Chanute, and how that influenced the Wright Brothers' design of the Wright Flyer. A far more detailed account of that story will be revealed in Ian's talk at the September meeting.

North Queensland Warbirds

From our North Queensland Correspondent

"Christmas in July" was the theme for North Queensland Warbird members and enthusiastic friends at their Mareeba Airfield Headquarters on Saturday 24th and Sunday 25th July. Both days saw our aircraft on display for inspection, Saturday providing the sight

and sound of four mighty radials, powering the T-6 Harvard, a Chinese built Nanchang, and two Australian Winjeels.

To those willing to make the pilgrimage to Mareeba, came the opportunity of taking to the skies with the weekend warriors. Yours truly, being dragged screaming into the T-6, managed to convince a nervous, but willing missus, to join the formation team in one of the Winjeels, her first Warbird experience, and she still talks to me!!!.

Sunday saw a few more locals arrive at the airfield, obviously impressed by the previous day activity in the skies above Mareeba, some of whom were eager to take the opportunity of flying in a magnificent Warbird.

This opportunity is now open to all who may decide to go "Troppo" and venture to North Queensland, Cairns and Mareeba should definitely be included on your itinerary, if only to experience an "Adventure Flight" in one of the Queensland Warbird Association Aircraft.

Should you be coming this way at any time, please don't hesitate in calling me, I would be most happy to furnish all details and guide you to the thrill of the Warbird experience.

Of course, the original and unique Cairns Warbird experience has been available for many years, in the form of "Cairns Tiger Moth Scenic Flights", (aerobatics available). Even if you should not wish to fly in our magnificent DH 82A, (can't imagine why not), it will be a pleasure to introduce you to the 'old girl', after all, she is in the Warbird category.

Speaking of the DH scene, which is very dear to me, I wish to record my sincere thanks to one of our long time members, CAPT. Brian R. Southwell (Retd), for the pleasure I've found in receiving from him, documented history and pictures of early DH Moth aircraft. Also to congratulate him on achieving recognition from the great man himself, Geoffrey, later Sir Geoffrey de Havilland, for his skills in building a 1/6th scale model of the 'Moth Major', completed in 1936. Such a treasured letter this must be, my thanks Brian, the copy a treasure for me also.

Another aircraft to join the ranks in the Mareeba 'Stable' is in its completion stages of renovation. Again, more de Havilland magic in the shape of the DHC-1 'Chipmunk', with more of this soon. Roy Fordham.

On the Lighter Side

Also from Roy Fordham comes this clip from the airwaves:

A Barrel (Roll) Of Laughs

This is a true account of an exchange between the Tower and the 'Tiger' during a recent Scenic Flight with an aerobatics component added.

Tower: Foxtrot Sierra Sierra-Traffic for you a Dash 8 in your 2 o'clock

Foxtrot Sierra Sierra: Looking fort traffic

Then without missing a beat:-

Foxtrot Sierra Sierra: Tower traffic sighted but in my 8 o'clock, I was inverted at the time.

There was a very discernible chuckle from the tower.

Your Northern Monitor.

Calendar of Events

28-29 August 2004 Temora Aviation Museum Flying Days, Temora NSW

28-30 August 2004 Queensland Festival of Flight 2004, Watts Bridge Qld

4 September 2004 Lunch with the Tiger Moths. Luskintyre NSW

17-19 September 2004 Narromine Aero Club 75th Anniversary

25-26 September 2004 Sport Aircraft Association of Australia Fly-in, Caboolture Qld

3 October 2004 Amberley Air Show. RAAF Amberley Queensland

6 October 2004 AHSA (NSW) Inc monthly meeting, Powerhouse Museum

9-10 October 2004 Temora Aviation Museum Flying Days, Temora NSW

31 October 2004 Australia's Museum of Flight Air Show, Nowra NSW

3 November 2004 AHSA (NSW) Inc, Arthur Butler Memorial Lecture – Phil Dulhunty OAM

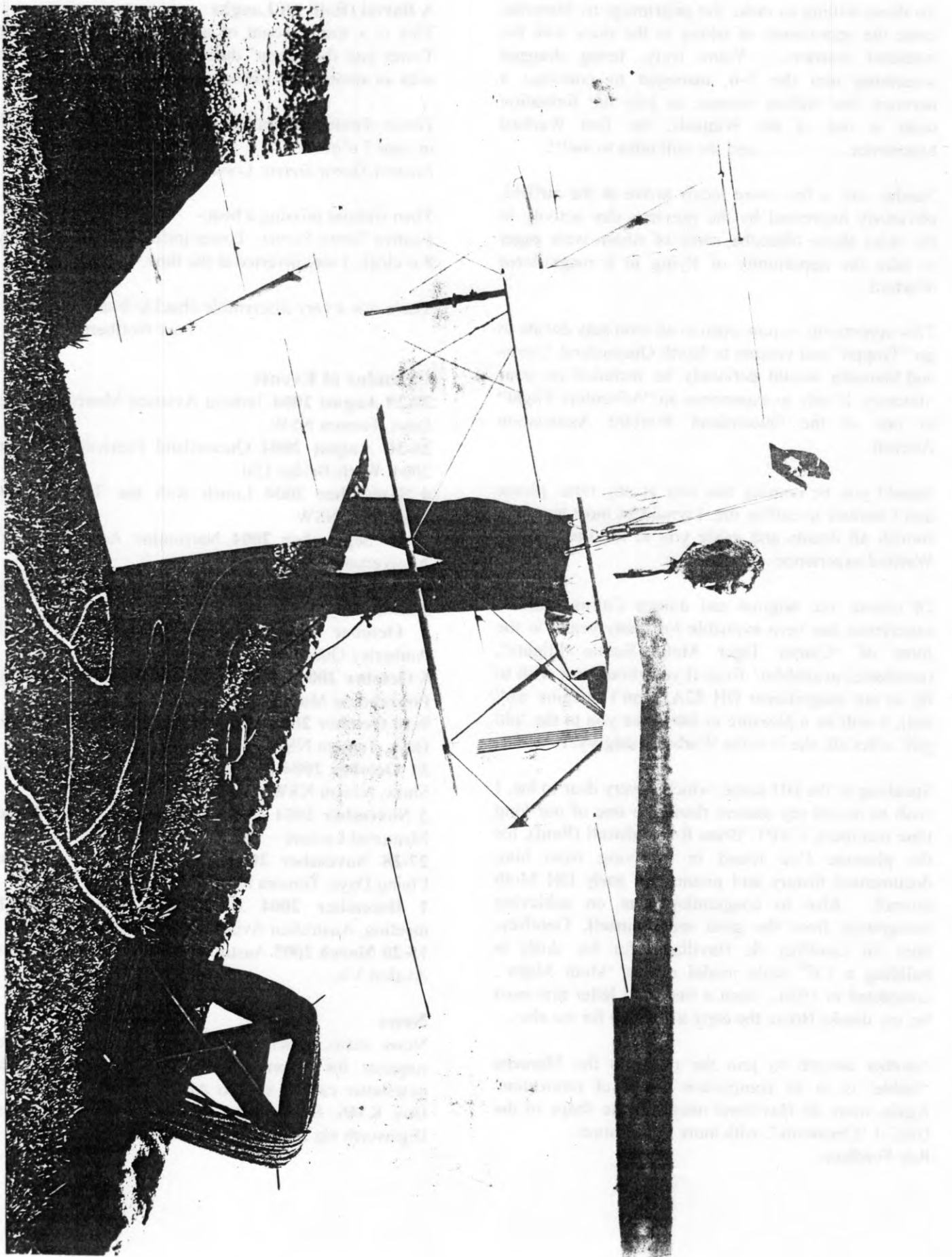
27-28 November 2004 Temora Aviation Museum Flying Days, Temora NSW

1 December 2004 AHSA (NSW) Inc, monthly meeting, Australian Aviation Museum Bankstown.

15-20 March 2005 Australian International Air Show, Avalon Vic.

News

News items, other contributions, advertisements 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

Never Judge a Book By Its Cover.

In my book collection, which I admit is heavily weighted towards aviation, there are quite a few with a Catalina flying boat illustrated on the covers. Without exception the contents deal with some aspect of the aircraft and/or the exploits of the airmen who flew in them. My expectations were therefore raised recently, when I received my copy of the latest edition of the most read book in Sydney, to find a Catalina illustrated in full colour on its cover. Neither was it just any Catalina. It was P. G. Taylor's *Frigate Bird II*, shown suspended as if in flight, and with the crossed flags of Chile and Australia painted on its nose. There were two smiling figures in the foreground but their connection with the aircraft was not immediately apparent, although I assumed there had to be one, given the fame of the aircraft dominating the photo. I eagerly turned to the publisher's explanation of the cover theme which was titled "Our Innovators", and read the following.

"Featured in the photo are John Moriarty from Balarinji Design Studio (indigenous designer responsible for painting Qantas planes) and Shalini Senevirante winner of the Powerhouse Museum Award for Design Tech 2003. Since the Powerhouse Museum was established in 1879, a key part of its mission has been to support and showcase innovation in Australian industries and communities. The Museum features innovative works collected to document, record and preserve innovations for future generations. Developed over the past century, the collection has evolved into a unique and extraordinary record of human achievement in fields as diverse as domestic products, medicine, space technology and decorative arts. Celebrating its 125th anniversary, the Powerhouse museum supports a variety of annual community and industry initiatives, encouraging creative thought through annual awards and exhibitions."

I had not realised, until I read the above, that the Powerhouse Museum, with which our society is affiliated and where we meet each month, is on the threshold of its 125th anniversary. I was also pleased that the two innovators, John Moriarty and Shalini Senevirante had received such prominent recognition. However, I searched in vain for any mention of *Frigate Bird II* or the Australian airman most associated with it, Patrick Gordon Taylor. It seemed to me ironic that an opportunity to acknowledge one of our most innovative aviation pioneers, to a huge Sydney readership, had been missed.

It was of course the Sydney Phone Book 2004-05, that I received recently. It came for the first time in two volumes separated into a residential section, the one with *Frigate Bird II* on the cover, and a business & government section, with the *Super Sopper* on its cover. At least the *Frigate Bird II* is a thing of beauty.

In view of the foregoing it would be disappointing if we let our September meeting pass without observing a couple of significant anniversaries. The Powerhouse Museum owes its genesis to Australia's first international exhibition which opened just 125 years ago on September 17, 1879. An imposing building called the *Garden Palace*, was erected in Sydney's inner Domain especially to house the exhibition. The exhibition closed on April 20, 1880. That year the Technological Industrial and Sanitary Museum was founded with its original collection incorporating many of the *Garden Palace* exhibits. Two years later, again in September, the fledgling museum lost its collection in a fire which destroyed the *Garden Palace*. Acquisition of a replacement collection was immediately embarked upon. The museum then relocated to the Agricultural Hall, a large galvanised iron shed in the Domain, behind the present site of Sydney Hospital. From there, in 1893, it moved to a new building at 659 Harris Street. There were several name changes over time, with the current *Museum of Applied Arts and Sciences* adopted in 1950. The present home of the museum, the Powerhouse, was opened to the public in March 1988.

Our society's connection with the Beechcraft Queen Air B80, VH-AMB, which flies proudly in formation with *Frigate Bird II* at the Powerhouse, will be of interest to members. Just 20 years ago I was able to report to the society, as President at the 1984 AGM, that "As a result of the talk last August by

Senior Flight Sister Mary Wild, on the NSW Air Ambulance Service, this branch has developed a special interest in the Beech Queen Air VH-AMB. It is our objective to see this aircraft permanently preserved in a museum. Following certain communications I can say that, with careful follow up, this objective looks like being achieved during the coming year". The follow up was conducted by Ian Debenham, who convinced the Director of MAAS of the need to preserve VH-AMB. I subsequently attended the opening of the new Air Ambulance Base at Kingsford Smith Airport on October 31, 1985, following which VH-AMB was presented to the museum. Our part in this acquisition led to the affiliation of AHSA NSW Branch with the Powerhouse Museum. Committee meetings commenced at the museum in 1986, and our first monthly meeting at the Powerhouse initially in the Stage 1 development, was on February 3, 1988.

The next significant commemoration we should observe at the September meeting involves a 60th anniversary, a Catalina and P. G. Taylor. The Catalina involved is the original *Frigate Bird*, or more precisely RAF Catalina IVB, (US Navy PB2B-1), RAF serial JX275. P. G. Taylor was in command of *Frigate Bird* when it left Bermuda on September 4, 1944 to conduct a survey flight to Australia via Mexico, Clipperton Island, Bora Bora, Nukualofa, Auckland and finally Sydney, where it arrived on October 30. To experience P. G. Taylor at his innovative best, I recommend a reading of his book 'Forgotten Island', published in 1948. In the book he explains why he chose the name *Frigate Bird*.

"We wanted a name for the aircraft. I remembered the people on an atoll in the Indian Ocean, and the frigate birds that fly over their island; and I told the others why I suggested we name her *Frigate Bird*.

When we flew to Cocos Island on the Indian Ocean crossing in 1939, the people there had never seen an aeroplane. The big bird that came in from over the ocean and to rest on the lagoon made a lasting impression upon them. To us who came in the flying-boat, the Cocos people were very friendly and hospitable. They gave us everything their island could give. They knew, I think, that we were happy to be there. When the time came to leave, one evening, for Diego Garcia, about fifteen hundred miles to the westward, I had a strong feeling that I would some day return to Cocos Island. Then we rose away from the lagoon, into a wonderful sunset, and the coloured stain of the atoll soon melted into the ocean behind us. Six months later, when I was in Sydney, a letter came from the people of Cocos Island, sending me their greetings and asking when I would return, telling that they saw now in the frigate birds that fly over the island the spirit of the great bird in which they hoped I would soon come back to the island. We all agreed that *Frigate Bird* would be a good name for JX275."

P. G. Taylor's departure from Cocos Island at 7pm on June 13, 1939, was in Richard Archbold's *Guba*, a Consolidated PB2B-2, a civil version of the Catalina. Taylor at this time was in charge of the first Trans-Indian Ocean Survey Flight. The flight originated in Sydney on Saturday June 3, and ended at Mombasa, Kenya, on June 21. Thus the name *Frigate Bird* was transported from the Indian Ocean to Bermuda in the Atlantic, and then carried across the Pacific to be given to another Catalina PB2B-2, VH-ASA, *Frigate Bird II*. In this aircraft P. G. Taylor carried out his survey flight from Sydney to Chile, departing Rose Bay on March 14, 1951, and arriving back in Australia at Brisbane on April 20. There was also *Frigate Bird III*, the Short Sandringham operated by Taylor in the Pacific from 1955 to 1958. *Frigate Bird III* is now preserved at Le Musee de l'Air et de l'Espace at Le Bourget Airport near Paris.

P. G. Taylor's main purpose in carrying out the survey flights in *Guba* and *Frigate Bird II* was to encourage future air communications between Australia and Africa and South America, respectively. In one of those happy coincidences, my daughter Justine arrived home from an overseas holiday, just as I received my copy of the new Sydney Phone Book. She shared her time abroad between the African and South American continents. Her travels took her around the world, but it was the first and last legs of her itinerary that caught my attention. On departure she flew her *Guba* leg, QF 0063, in a Qantas 747-400, from Sydney to Johannesburg non stop in approximately 14hrs 5mins. On return, she had flown her *Frigate Bird II* leg, LA 0801, in a Lan Chile Airbus Industrie A340, from Santiago to Sydney with a stop in Auckland, for a flight duration of 18 hrs. These services realise Taylor's great vision. Just for the record there are seven P. G. Taylors in the new Sydney Phone Book. **John Scott**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

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Southern Skies

The Newsletter of AHSA (NSW) Inc

October 2004 No.378

October Meeting

The October meeting will be held at the Powerhouse Museum on Wednesday 6th October 2004, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer. 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

Members' Night

Members are invited to bring along their 10 best or favourite slides that have an aviation theme. These can be your best from a subject matter point of view, or aesthetics or just general interest. Also available will be buy, sell and swap; so bring along any books or memorabilia that you want to trade. But there's more. We will also be having a raffle, with excellent prizes including books and models.

Please join us for another entertaining night.

Committee Meeting

A Committee Meeting, beginning at 6:30pm, will be held immediately prior to the October meeting.

September Meeting

Guest speaker was Society President, Ian Debenham, who spoke on: *Lawrence Hargrave – Coincidence or not?* Many members will have seen Ian's contribution to the ABC TV history program *Rewind*, shown several weeks ago and which discussed Lawrence Hargrave and his contribution to the Wright Brothers first powered flight. To accommodate the nuances of programming, the television show only featured a relatively short exposé of Ian's research.

Ian's lecture covered a vast amount of information on Hargrave's background and a much more detailed analysis of the correlation between Hargrave's research, designs and experiments and their influence on research being carried out by Octave Chanute.

Lawrence Hargrave arrived in Australia in 1865 at the age of 15 and was trained in marine engineering. In the 1870s he made several visits to New Guinea as an explorer. He later worked at Sydney Observatory where he demonstrated a very sound understanding of fluid dynamics. Hargrave's interest focussed on the conquest of the air and he studied the flight of birds, from which he was able to construct ornithopters based on his observations.

Hargrave moved to Stanwell Park where he continued his experiments. He communicated with Octave Chanute, an American experimenter, and provided him with details of his boxkite research and experiments.

Hargrave did not believe in patents, but that research and results of experiments should be available to all. It appears that Chanute took advantage of this benevolent gesture by constructing his own box kite variants but was not forthcoming in providing his own research back to Hargrave, nor did he acknowledge that he used any of Hargrave's designs until much later and then in a deceitful manner. On the other hand, the Brazilian aviator, Santos Dumont did acknowledge that he had used Hargrave's boxkite design, and the Voisin Brothers also acknowledged Hargrave's boxkites as a basis for their designs.

It is significant, though, that in his 1894 publication, *Progress in Flying Machines*, Chanute named Hargrave as the person most likely to be the first to fly. In 1896 Chanute caused to be built the full-size "Katydid" glider, a version of his model "ladder kite" and from experiments with "Katydid", a triplane glider, believing that three wings would be better than two. However, the triplane quickly gave way to the biplane which proved to be a better configuration for his glider.

Meanwhile, the Wright Brothers determined that a flyable aircraft would require dynamic controls, with their method being wing warping. They identified the Chanute glider as suitable to modify with wing warping. And the rest is history.

Orville Wright denied that there was any influence on the Wright's design by Hargrave but did recognise the contribution made by Chanute. The Wright Brothers design certainly had a visual similarity to the Hargrave boxkite concepts, but Ian now believes that the manoeuvrings made by Chanute obscured the development work carried out by Hargrave.

Ian's conclusion was that yes, indeed, there is a connection between the contribution made by Hargrave and the Wright Flyer, but only by the further innovation and perhaps inflated ego of Chanute did the Hargrave concepts get to the Wright Brothers.

On the Internet

The Lockheed File – Lockheed Aircraft in Australia
(www.adastron.com/lockheed)

Ron Cuskelly's excellent site provides histories and many images of all Lockheed aircraft that have been operated in Australia. Early model twins as well L-188 Electra, P-3 Orion, C-130 Hercules and even the AL-60 is covered. Greatly enhanced since it was mentioned some time ago, it's worth another look.

The Aircraft of Air America

(www.utdallas.edu/library/special/aviation/AirAmerica)

This is a comprehensive section of the University of Texas – Dallas site that described the data, history and images of all of Air America's aircraft. Types include L-1049H Super Constellation, PBY-5A Catalina, DHC-4 Caribou, PC-6B Porter, DHC-3 Otter, A-26 Invader/Marksman and much, much more.

Australian Army 161 Recce Flight

(www.161recceflt.org.au)

This site, sub-titled Possums of Vietnam, provides the unit history, awards and honours, unit aircraft of this part of the Australian Army. It also includes and some excellent pages on Luscombe Field (Nui Dat).

The Flying Clippers

(www.flyingclippers.com)

Following Ian Dolstra's very interesting talk on Pan Am first day covers at the August meeting, this site will add further information of the flying boat era. It provides a wealth of data and images of the Boeing 314, Martin 130 and Sikorsky S42 in Pan Am service.

Days of Glory & Early Aviation

(http://eugenedownes.tripod.com/days_of_glory_and_early_aviation)

This site tells the story of Harry Ira Downes, who was a Lockheed test pilot prior to WWII, joined the USAAF during the war, and later became the personal pilot of Lord Beaverbrook, the British industrialist. This is an excellent site with many rare images, as well as a fascinating story.

News Items

Royal Australian Historical Society lecture

Bob De La Hunty, the President of the Historical Aircraft Restoration Society (HARS) will address the Royal Australian Historical Society on "Preserving the evidence of Australia's aviation history". Bob will tell the story of HARS and its first major project, which was to restore and fly the Lockheed Super Constellation from the Arizona desert to Australia. The lecture will be held at History House, 133 Macquarie Street Sydney on Thursday 28 October 2004, at 5:30 for 6:00pm. Cost \$7.00, which includes wine and cheese on arrival.

Arthur Butler Memorial Lecture

Don't forget the Arthur Butler Memorial Lecture, which will be held in the Target Theatre at the Powerhouse Museum on Wednesday 3rd November 2004. Guest speaker will be Phil Dulhunty OAM, who will discuss his long involvement in seaplanes and flying boats. Phil is the President of the Seaplane Pilots' Association of Australia and has owned his own seaplanes for many years. His first involvement in flying boats was his venture with Bryan Monkton and PG Taylor flying ex-RAAF Sunderlands between Sydney and Port Macquarie. More recently, Phil was one of the driving forces behind the acquisition of the PBY-6 Catalina now operated by HARS. Don't miss this important event on our calendar!

Calendar of Events

2 October 2004 Lunch with the Tiger Moths, Luskintyre, NSW

3 October 2004 Amberley Air Show. RAAF Amberley Queensland

9-10 October 2004 Temora Aviation Museum Flying Days, Temora NSW

31 October 2004 Australia's Museum of Flight Air Show, Nowra NSW

3 November 2004 AHSA (NSW) Inc, Arthur Butler Memorial Lecture – Phil Dulhunty OAM

7 November 2004 NSW SAC Open Day, Wedderburn NSW

21 November 2004 Palm Beach Seaplane Splash-in, Palm Beach NSW

27-28 November 2004 Temora Aviation Museum Flying Days, Temora NSW

1 December 2004 AHSA (NSW) Inc, monthly meeting, Australian Aviation Museum Bankstown.

News

News items, other contributions, advertisements 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

(The first cross country tour, conducted by the Australian Aero Club (NSW Section), took place in June 1928. One of the participants was Bill Pennell, a club trained pilot. He recorded his experiences in sufficient detail to allow a reader of his log to experience the excitement he felt at the time. He also provides a fascinating insight to contemporary social attitudes regarding aviators and aviation generally. The Log of the *Rouseabout* was published in the Oct/Nov 1981 editions of the RACNSW newsletter. I am grateful to Ray Le Sueur, custodian of the history of RACNSW, for his agreement to include the Log of the *Rouseabout* in Loops and Landings.....**John Scott.**)

The Log of the *Rouseabout*. Part 1 Avro Avian G-AUHK, June 15-17, 1928.

The Avian was a gift to the aero club from one of the Vice-Presidents, J. J. Rouse, who was Managing Director of Kodaks Ltd. During the first cross country tour of the aero club the pilot of *Rouseabout* was Jess O'Connor and I was passenger. The route of the tour was from Mascot to Canberra via Mittagong, Bong Bong and Goulburn, returning via Crookwell, Goulburn and Mittagong.

The tour was planned for a weekend earlier than the above dates, as a reliability test for pilots trained by the aero club, but the date was altered at the request of Prime Minister Stanley M. Bruce, so that as many planes as possible could be in Canberra on Friday, June 15, to join in the Federal Government's official welcome to the *Southern Cross*. The club fleet was due to leave Mascot on Thursday morning, June 14. However, the worst cyclonic storm to hit the NSW coast in 34 years with gusts up to 60mph forced a postponement. This meant that we couldn't hope to arrive in Canberra in time for the *Southern Cross* welcome.

I arrived at Mascot at 7:15am on Thursday to find most of the other pilots already there. When it was evident that the weather was against us, a party of us decided to visit our good friend Mr D. J. Mares, the State Meteorologist at Observatory Hill, for weather advice. He was optimistic that the conditions would improve as we left the coast. I accepted the invitation of Dave Smith to have dinner at his home, *Danmark*, at Wolseley Road, Point Piper, and spent the night there to be sure of getting to the aerodrome early the next morning. Dave's father was General Manager of the Australian Glass Manufacturers Co. One of the firm's drivers took us to Mascot. Friday was a little better than the previous day, but not much so.

Friday, June 15.

09.25. Jess O'Connor and I started up our engine and we were ready.

10.06. We take off - our formation position was "inside left". Fl. Lt. Hec Ross took off in his Curtiss JN4(Jenny) at 09.25, but he wasn't to join the formation group. Assistant Instructor, F/O T. W. Shortridge ("Shorty") took the formation lead in 'FQ' and Neil Stewart took up his position "inside right". By 10.12 we were all in position and on our course at 1500ft. Eight machines in the air, rising and falling look fine. Visibility fair and temperature mild.

10.25. Low cloud ahead, nosing down to miss same. Formation A1 but some bad bumps. Speed 70mph.

10.30. Speeding up to get through hole in the clouds. "Shorty" sets the pace. We put our nose down to follow him and reach 90mph. We get caught in light misty cloud now and again and the air is getting colder.

10.37. Goods train passing through small town under port wing. I count 52 trucks. O'Connor has the maps and I should have had a set also. The country looks brown and unattractive.

10.43. Over Menangle racecourse. Getting cold.

10.58. Railway tunnel below, shows up very clearly. Changing course to port to avoid a thick cloud.

11.06. One hour aloft - mountains ahead - small town below.

11.10. On the mountains - visibility very bad and some rain. Bad flying country. Engine running smoothlv. Oil 51/2. Speed 75mph.

11.20. Town below - rain ahead - more open country. Flats under water. Altitude about 1000ft above the ground.

11.23. Over Mittagong landing ground. The Gib enveloped in cloud, raining heavily. "Shorty" did a quick left hand turn and landed at Mittagong.

We all get down splendidly in the small ground. The "Sun" newspaper Moth, piloted by Sqn Ldr Garnet Malley, passed overhead through the mist for Canberra. Hec Ross and his "Jenny" also appear on the scene. He passes over and then returns to land. A large urn of coffee and a quantity of hot toast arrives as if by magic. The thoughtful soul was the manager of The Mittagong Farm Homes. How welcome. A very large crowd to greet us. Our altimeter registers 1800ft on the ground. "Shorty" decides to test conditions over The Gib to Bong Bong. He took Jess O'Connor with him in the Avro and they did the return trip safely.

12.50. O'Connor and I take off for Bong Bong. We were first off as Jess had done the the trial spin with "Shorty" a few minutes before. We negotiated The Gib through, or rather just under, the cloud in good style. there was about 50ft of misty space between the top of The Gib and the lower edge of the cloud and we got through about 25ft above the tree tops.

12.55. Over Bowral, then returned to Mittagong via the railway line.

13.04. Over Mittagong landing ground once more to find that all the other machines were still on the ground there. We circled them and returned to Bong Bong to land at 13.10.

The rest of the party came along at intervals in their own way after Leggatt and "Shorty" had briefed them. "Shorty" took up our Avro for 25 minutes to look for Joe Palmer and his passenger Mrs A. M. Upfold in 'HC' and also E. B. Wilshire and passenger in 'AE'. They were completely lost above the clouds. "Shorty" found them and they followed him down through the cloud layer to land safely. Hec Ross had the very bad luck to stand his Curtiss on its nose at Mittagong. Hec found himself caught in a strong down-draught under The Gib when taking off and decided on a forced landing. Unfortunately he ran into an area of soft mud near some cultivation which up-ended the Curtiss and damaged the prop. He is most disappointed at missing out on something he had worked so hard to prepare for. His big unusual looking craft was to provide an interesting variation too.

14.52. Started up.

15.07. Took off from Bong Bong in formation "second left", "Shorty" leading. Captains Leggatt and Hughes hopped off for Goulburn earlier.

15.25. On the cool side - over thick timber. The sky is clearing nicely. Should be O. K. tomorrow.

15.35. Desolate looking country. No more than three homesteads in sight,

15.40. A beautiful clear plain ahead. My feet cold and wet. Have already changed both shoes and socks in the air once. An opening in the mountains appears ahead, through which both railway and river pass.

15.45. Goulburn showing up. Soldiers Memorial on the hill makes a good landmark.

15.50. Over Goulburn in formation, which is good. Hope it lasts.

15.55. The racecourse with landing "T" and smoke below. Very large crowd to greet us.

16.00. Shut off to land. We got down pretty well although I thought we might overshoot. O'Connor is finding the high atmosphere 'different'.

Most of Goulburn was given a public holiday to welcome us and everybody very excited. The altimeter registers 2000 ft on the ground. We are served afternoon tea under the grandstand after which Neil Stewart and Eric Chaseling indulge in some aerobatics for the crowd's benefit. Captain Leggatt and "Shorty" put on one of their spectacular "Dog Fights" which had the crowd gasping. This tour was something new for us and we were likely to forget that the spectators were in the same position. The public and social side hadn't been impressed on us to any real extent, but we soon caught on. There was no uniformity in the way we dressed either, which didn't help appearances on the field. Leggatt and Hughes wore Air Force flying suits. Anyway we had formal evening dress with us in case of need. After covering cockpits, filling tanks and pegging down the planes we were driven through the city of Goulburn in open cars, led by the the city brass band.....**W. J. C. Pennell.**

(In **Part 2** Bill Pennell describes the entertainment laid on in Goulburn, including the Flying Ball.)



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

November 2004 No.379

November Meeting

22nd Annual Arthur Butler Memorial Lecture

The November meeting will be held in the Target Theatre, Powerhouse Museum on Wednesday 3rd November 2004, commencing at 7.45pm. Enter from the Macarthur Street end and the Target Theatre is just past the foyer. Visitors are most welcome and need not be accompanied by a member. Supper will be available after the meeting.

This is a special meeting two reasons. It celebrates the 40th anniversary since the inaugural meeting of the Society in 1964 when a group of eager, and slightly younger, aviation historians and enthusiasts agreed to meet on a regular basis to discuss aviation matters of a common interest. It will also be the 22nd Annual Arthur Butler Memorial Lecture, with Guest Speaker Mr Phil Dulhunty OAM, whose topic will be

Recollections of Flying Boats and Seaplanes

Mr Dulhunty will discuss his involvement in seaplanes and flying boats that has lasted over 50 years. He first became involved in flying boats shortly after World War II when he entered into a venture with Bryan Monkton and P.G. (later Sir Gordon) Taylor, operating ex-RAAF Sunderlands between Sydney (Rose Bay), Taree, Port Macquarie and Grafton. Although he did not fly these aircraft himself, Phil was convinced by his partners to learn to fly and he subsequently acquired his own aircraft.

He later bought the first of several small floatplanes to commute between his residence on Sydney Harbour and his business at Wyong Creek. He was founder of the Seaplane Pilots' Association of Australia and is currently the President of that organisation. He has been a strong activist in seeking and attaining rights for seaplane activities despite barriers imposed by local government, marine and aviation authorities and "not-in-my-backyard" groups. Phil was one of the driving forces behind the acquisition of and eventual flight to Australia by the PBV-6A Catalina now

operated by HARS.

Mr Dulhunty served in the Australian Army during World War II, for the latter part of which he was an Intelligence Officer in New Guinea. Following the cessation of hostilities he served in the Occupation Forces in Japan, with his knowledge of Japanese gained through his intelligence days being a useful asset. After his aviation business ventures he established his own electrical equipment manufacturing company. In January 2004, Phil was awarded the Order of Australia (OAM) for services to trade through the design, manufacture and export of equipment for large high voltage electrical systems, and to aviation, particularly through the Seaplane Pilots' Association of Australia.

Please join us for this special meeting which is the highlight of our event calendar for the year.

Members are requested to bring along a small plate of food for supper. Prior to the meeting, raffle tickets will be sold, with the draw to be made during supper. The excellent prizes include a copy of "Qantas Rising" by Sir Hudson Fysh and several model aircraft kits.

October Meeting

The October meeting featured a members' night where several keen photographers displayed their favourite, or some special aviation slides. There was a wide selection, including plenty of 1960s and 1970s material in the form of DC-3s, DC-4s, Super Constellations, early model B707s, Viscounts, F-27s, a Britannia and many more from Australia, New Zealand and Europe.

John Scott provided some fine shots from the 1979 Farnborough Air Show, which included a DHC-5 Buffalo, B-N Firecracker, Nimrod and IA 58A Pucara, whilst David Eyre provided more recent shots from Watts Bridge (Queensland) Air Show. Robin Mead showed a number of aircraft, particularly those

operated by Talair, from Papua New Guinea.

Eric Favelle provided some excellent air-to-air shots of a Mustang, Beech 17 Staggerwing and DH-84 Dragon. Bill Holswich also had some vintage images of air-to-air, and Allen Clarke's contribution featured a fine selection of European aircraft.

But perhaps the most remarkable images came from Dudley Reynolds who provided several excellent and rare shots of RAAF Lincolns at Norfolk Island, along with RAAF C-47s, RNZAF Bristol 170s and Qantas DC-4s. He also showed some vintage shots of Sandringhams at Lord Howe Island and, from Sydney Airport, more excellent images including the Avro Vulcan and a Pan American Stratocruiser.

Many thanks to Allen Clarke, David Eyre, Eric Favelle, Bill Holswich, Robin Mead, Dudley Reynolds and John Scott for their excellent contributions.

On the Internet

Hinkler Memorial Museum

(www.aceflyer.com/hinkler)

This is the website of the Hinkler House Memorial Museum and Research association, which is dedicated to honouring and promoting the memory of Bert Hinkler. Pages include Hinkler's life, achievements and aircraft.

Historic Wings

(<http://historicwings.com>)

Articles featured on this website include the story of the "Lady be Good" B-24 Liberator that disappeared over Libya in World War II, Chuck Yeager, the Gee Bee Model Z and the Battle of the Bismarck Sea.

Canadian Aviation Historical Society

(www.cahs.com)

This is the extensive website of our Canadian counterpart and features news, previews of journals, membership information and the various chapters of the organisation.

Biplane Fighters from the Second World War

(www.dalnet.se/~surfcity/biplanes.htm)

Featured on this site are images and information on a variety of WWII biplanes including Bristol Bulldog, Avia B-534, Fairey Fox, Fiat CR.42, Gloucester Gladiator, Nakajima Type 3 and Polikarpov I-15.

Those Magnificent Men in their Flying Machines

(www.thosemagnificentmen.co.uk)

This site is dedicated to the history of aviation in Europe from the earliest flights to the outbreak of

World War I. It includes pages concerning balloons, airships, Henri Faiman, Rolland Garros, Santos Dumont, Louis Bleriot and other attempts to cross the English Channel.

News Items

Australian Society of WWI Aero Historians AGM

The AGM of the Australian Society of WW1 Aero Historians, will be held in the Lavender Room at the Kirribilli Club on Saturday 20 November 2004, after which Air Commodore Mark Lax CSM RAAF will be giving an address, titled: *Iraq – The First Time Around*. The meeting commences at 1:30pm and the address should start at about 4:00pm.

Members of the ASHA are invited to attend.

The following is a synopsis of his talk.

"I will be gearing my talk around the photograph album of William H. Treloar, one of the original Australian pilots who embarked on the SS Morea in April 1915 under command of Captain Henry Petre with two other officers and 41 troops. Treloar was eventually made POW in September 1915. The album, now at the RAAF Museum at Point Cook will be used as a photo essay (and backdrop) to the story of the first AFC Half-flight.

I will call the address, 'Iraq – The First Time Around' and trace the story of the Half Flight's from a request in early 1915 to its eventual absorption into 30 Sqn, RFC in 1916. Significantly, the RAAF were to return to war operations in Iraq during 1942 and again in 2003 (but those deployments are for discussion at another time).

Back in 1915, Iraq was called Mesopotamia and the country was under Turkish rule. Turkey was allied with Germany and was therefore an enemy of the British and Commonwealth. After a British ground force captured Basra to secure the vital oil pipeline, the British Colonial Government in India sought to mount an expedition to drive the Turks out. Having no pilots of their own, and with the British preoccupied in France, the Indian Government called upon the Dominions to supply air and ground crews while they provided the aircraft. Formed at Point Cook in April 1915, the Half-flight arrived in Basra on 26 May 1915. The address will cover subsequent operations, losses and the eventual demise of the Half-flight. Only Petre survived capture or death and nine troops also went into POW camps in Turkey. The remnants were later absorbed into 1 Sqn when it arrived in Egypt in 1916.

Significant to the story, Lt George Merz (Australian) and Lt Wallace Burn (NZ) became the first air

casualties for Australia and New Zealand respectively and while the Anzac legend was being forged at Gallipoli further north, these two began the Anzac association of airmen, dying together.

A second Half-flight of reinforcements was proposed, but it never got off the ground.

From the Post Courier – Port Moresby

Courtesy Bill Holswich

“War Plane found in Cape Vogel reefs

Local villagers have led a dive boat operator in discovering a World War II P-38 Lightning fighter plane in “immaculate” condition in Milne Bay waters. Magabara villager, Henry Katura and his father Remigus led Bob and Dinah Halstead, owners of the dive boat MV Telita, to descend on the sunken wreckage of a P-38 in Milne Bay’s Cape Vogel area.

Mr Halstead said he recovered the aircraft’s radio call sign 2-12649 and initial research showed the plane being shipped to the 5th Air Force USAAF in Australia from San Francisco on August 12 1942, but was lost four months later.

The wreck lies on a reef slope with its starboard wing tip at a depth of 12m and the tail at 17m. The propellers are feathered and the wreck appears undamaged, so it is likely that the pilot ran out of fuel and ditched the plane. The cockpit cover is missing and the pilot obviously escaped from the crash. Mr Halstead said, and pointed out Remigus recounting how as a child he had heard a crashing sound when an aircraft hit the water during WWII, but the fate of the pilot is unknown to this day. The wreck has significant coral growth on it and has all its instruments and even oxygen hoses.

Mr Halstead said Henry bumped into the sunken aircraft when looking for beche-de-mer in March 2002 and they asked him to show them the wreck last week after villagers alerted them.

Tourists on board the Halstead’s vessel also seized the opportunity to scuba dive on the intact P-38, an aircraft that could accommodate 1000lb of bombs, torpedoes, or other stores and was effective against bombers”.

Calendar of Events

31 October 2004 Australia’s Museum of Flight Air Show, Nowra NSW

6 November 2004 Lunch with the Tiger Moths. Luskintyre NSW

7 November 2004 NSW Sport Aircraft Club Open

Day, Wedderburn NSW

21 November 2004 Palm Beach Seaplane Splash-in, Palm Beach NSW

27-28 November 2004 Temora Aviation Museum Flying Days, Temora NSW

1 December 2004 AHSA (NSW) Inc, monthly meeting, Australian Aviation Museum Bankstown

2 February 2005 AHSA (NSW) Inc, monthly meeting, Powerhouse Museum.

5-6 February 2005 Temora Aviation Museum Flying Days, Temora NSW

6 February 2005 Bairnsdale Air Show, Vic

5 March 2005 Lunch with the Tiger Moths, Luskintyre NSW

6 March 2005 Goolwa Great Air Spectacular, Goolwa SA

15-20 March 2005 Australian International Air Show. Avalon Vic

Passing

Donald W. Douglas Jr

Donald W. Douglas Jr., a former president of Douglas Aircraft Co. who was responsible for the introduction of the DC-8 and DC-9 jetliners died on 10th October at the age of 87. Douglas, a son of the company’s founder, died of causes associated with old age at Menifee Valley Medical Center near Hemet, California.

Named president of the company in 1957, Douglas headed the enterprise at the time of the merger with McDonnell Aircraft in 1967, a coupling brought about by financial reversals at Douglas, which had lost much of its market share in the commercial aircraft market to Boeing. Boeing and McDonnell-Douglas would merge 30 years later.

His father co-founded what would become Douglas Aircraft in 1920 as the Davis-Douglas Co. It became Douglas Aircraft in 1924. That year, the elder Douglas staged the first aerial circumnavigation of the globe. Army pilots used four Douglas World Cruisers (two were lost and were replaced) to make the 28,000-mile journey, which took just more than six months to complete.

Douglas Aircraft pioneered and refined the design and production of propeller-driven commercial aircraft. During World War II, the company expanded to a peak of 160,000 workers, most of them in Southern California. During the war, Douglas Aircraft produced more than 45,000 commercial and military aircraft.

Donald W. Douglas Jr. was born July 3, 1917, in Washington, D.C. and studied mechanical engineering

at Stanford University and aeronautical engineering at the Curtiss-Wright Technical Institute in Glendale.

He started with his father's company in 1939 as an engineer and was appointed manager of flight testing, his first supervisory position, in 1943. In that post, he oversaw testing of most of the aircraft built by Douglas during the war, including the SDB dive bomber and the C-54 transport.

After he was promoted to director of the testing division, the DC-6 and DC-7 airliners obtained certification under his direction. They became the most successful propeller-driven passenger aircraft ever made.

Douglas was named vice president of the company in 1951 and elected to the board of directors in 1953. As president, he led the company into the passenger jet age with the DC-8 and DC-9 planes. The DC-9 provided the design basis for the current Boeing 717, which is still being built in Long Beach.

After the Douglas-McDonnell merger, Douglas was named senior vice president of the company. Douglas retired in 1974 but remained on the board of directors until 1989.

Reminder Airlines and Aircraft of the Ansett Group 1921- 2002

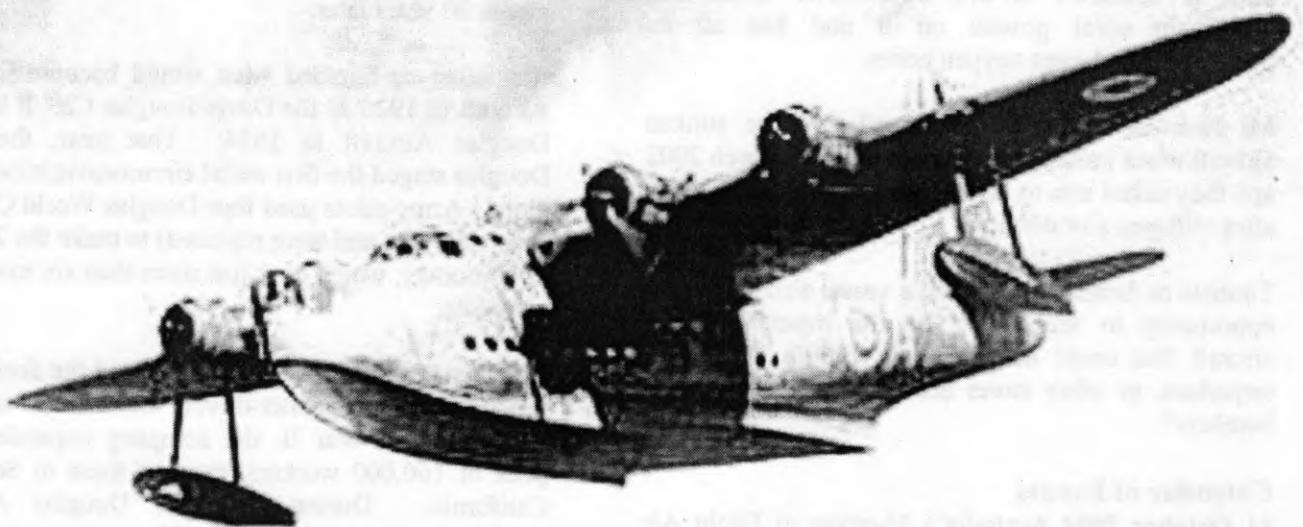
Fred Niven's excellent CD-ROM of the Ansett Group airlines and aircraft, which was completely updated in May 2004, is still available. This CD-ROM is essential for anyone with an interest in the history of Ansett and its associated companies. The CD-ROM is viewable on both PCs and Macs, and covers the entire Ansett group of airlines in Australia, PNG and New Zealand from 1921 to 2002, as well as disposals up to early May 2004.

Its comprehensive coverage includes Ansett Airways to Ansett Australia, A.N.A. & Airlines of Australia and all their predecessors, Aeropelican, Hazelton, Kendell, Skywest & its predecessors, and all the other subsidiaries of A.T.I. and their predecessors and their aircraft, since Western Australian Airways operated Australia's first scheduled air service in 1921.

There are over 1,800 A4 pages and thousands of photographs. The price is \$32.00 including P&P, so post your money order/cheque, made out to Fred Niven to: Fred Niven, 27 Alfred Grove, Oakleigh East, Victoria 3166. Fred can also be contacted via email fniven@bigpond.net.au or check out his website www.kmedia-server.com/fred-cd-rom/.

News

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An RAAF Short Sunderland – a type with which Mr Dulhunty would be familiar

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Log of the *Rouseabout*. Part 2 Avro Avian G-AUHK, June 15-17, 1928.

(At the end of Part 1 we left the aero club members being driven through the city of Goulburn in open cars.)

We did our best to look agreeable, although it was something we weren't prepared for and hadn't thought about. Captain Leggatt, Dave Smith and I shared a car and Dave made the remark that in all probability Bert Hinkler would be very annoyed when he heard about it. We arrived at the Royal Hotel in due course and were made very welcome and comfortable by the proprietor, Mr F. W. Scholz.

The first annual dinner of the Goulburn Aero Club took place in the hotel dining room at 7.30pm and continued until 9.30pm. The President, Mr Scholz, presented his club with its first aeroplane amidst great applause. He had also provided a hangar - a fine gesture.

Mr George, manager of the Commercial Bank, then took us in hand. A very fine chap, he set out to make things as interesting as possible for us. Nobody had to tell us what to drink and what to leave alone. Every club in Goulburn, including the exclusive Polo Club, was open house to us. We could visit any or all of them as welcome guests. Mr George drove Captain Leggatt, Dave Smith and myself along to the skating rink where the Flying Ball was in progress. We were introduced to and let loose among the ladies and, my goodness, weren't quite a lot of them exquisite! We must come here again. All Goulburn society attended the Ball. After a couple of hours of strenuous activity, Mr George took us for a spin around the town to visit some of his special friends in their fine homes. These were folk who for various reasons weren't able to attend the Ball, but wanted to see what kind of men flew aeroplanes. This was most enjoyable. We were back at the Ball by 2am where I remained until 2.30am. I was in bed at the Royal before 3am and just comfortable, when along came my dear friends Jess O'Connor and Joe Palmer to deprive me of my bed clothes.

Saturday. June 16.

06.00. Coffee and toast and off to the racecourse to prepare for the flight to Canberra.

07.50. Started up.

08.31. Took off in formation - we were 3rd right. Captain Leggatt leading in 'GJ' with Captain Hughes his usual passenger. Pop Tyler's Meteor, with "Shorty" at the controls was at the tail - destination Canberra. Oil 10, speed 60mph. No sun, light cloud, visibility excellent, rather cool.

08.37. We fly over Goulburn then turn on our course. Oil 7, speed 65mph.

09.00. Our Avian speed a bit high, looks as though we might lead the procession soon! Lake George on immediate left.

09.09. Thickly timbered hills below. No forced landing possible in sight. Signal to close formation.

09.15. Just clearing south end of Lake George - signal to open up formation - getting very cold. Open cockpits are not designed for cold weather comfort. The tiny farm homesteads look very pretty with their red roofs and pine trees. Low cloud strata along the mountains ahead.

09.20. Canberra immediately ahead. Parliament House dominates the place. Queanbeyan plainly observed on our left. Getting a bit bumpy. The layout of Canberra looks good. The historical old church is just under our port wing.

09.30. Parliament House below. Hotel Canberra and the surrounding gardens would look fine in the spring.

09.35. Over aerodrome.

09.37. Shut off - going in to land. Landed - the ground very hard and rough. Temperature ideal for keeping the butter hard!

Smithy and the *Southern Cross* took off just 10 minutes before our arrival. Bad luck. We were met at the aerodrome by the Minister for Defence, Sir William Glasgow. O'Connor and I were driven to the Hotel Canberra in the Evening News car, where we indulged in a clean up and a good breakfast. It is not possible to keep Castrol from the exhaust pipe from blowing in your face, and a clean up becomes very necessary. Very cold in Canberra although the steam heated hotel is comfortable.

11.41. Back to the aerodrome - filled the tank and started up.

12.00. Taxied into position for take off.

12.04. Took off south, circled the city and then turned on course for Crookwell. I don't know how many people turned out to welcome the *Southern Cross* and Smithy yesterday, but very few bothered to show up to welcome us. The competition provided by Smithy was just too much!

12.20. Visibility good, atmosphere cool. Plenty of good landing paddocks. "Shorty" was late getting off in the Meteor and hasn't been sighted. Oil 7, speed 70mph. Making good headway with a tail wind. Altitude about 2000ft above the ground.

12.25. Broken country - mixture of thick timber and clearings. Plenty of bumps.

12.35. The town of Gunning immediately below.

12.45. Small flock of cockatoos low down under right wing and more of them on the left.

12.55. Over Crookwell. 12.58. Landed.

We were welcomed by a really large crowd. Some of these people had travelled over 60 miles to see us. We were then driven to the town in cars headed by a detachment of the Local Citizen Forces Light Horse. We were given a splendid lunch in typical sumptuous country style. It was a really happy, friendly experience and a fine opportunity for the speakers to tell us some of their history. Without exception everyone asked to propose or second a toast and some, who forgot the subject of the toast, spoke of many and varied things. A very joyful occasion which terminated in the whole gathering standing in a circle and singing 'Auld Lang Syne'. There was a lot of beer left over, which we were not permitted to touch!

The local committee, which handled the preparation of the old racecourse, and the welcome, was in the hands of Dr Kerr and Mr Newton-Tabrett. Although they did a good job, the landing ground was very tricky. The altimeter reading on the ground was 3000ft, which was the highest landing point on tour. Landing and taking off at these high altitudes was something new for us.

14.55. Back at the racecourse and started up.

15.21. Took off, one at a time, in spectacular style with a 'Flying Start'.

The short take-off distance plus high trees and telegraph wires were the problem. The local men had obviously worked very hard to clear the racecourse but they couldn't do anything about some of the very big trees in the surrounding bush and the telegraph wires. A conference between Leggatt, "Shorty" and Hughes solved the problem, and the pilots were equal to the challenge.

15.35. Took up course for Goulburn. We were so elated with the exciting 'Flying Start' that O'Connor did a stall turn to show that we could also do other things!

15.55. Goulburn below. 16.00. Landed.

Another good crowd to welcome us. Some more aerobatics. The sole lady pilot with us, Mrs A. M. Upfold, was given a great reception when she put on a super display of aerobatics. Nobody had seen Bill Leggatt get into the front cockpit! Frank Mitchell, the club's chief engineer, and also a club trained pilot, was a native of Goulburn. He also gave a good display of aerobatics to surprise his old friends in the town. Then a short race was staged, to be won by George Mills in 'HB'. Our Avro Avian was the fastest plane but was expected to come third, which it did. Some of the pilots took up some of their friends for short flips until 16.30. We then filled the tanks and covered props, engines and cockpits. Our kind banker friend, Mr George, was there with his car to drive us to the Royal. He has in mind driving us to the Soldiers Memorial on the hill in the morning. Dave Smith came with me to the roller skating rink after tea, where the proprietor gave us a cordial invitation to try our skill. He produced two pairs of his best skates and told us the rink was ours. Dave had the proprietor in fits when he declined the invitation on the grounds that it was too dangerous! One half hour was sufficient for us to see that there were many expert skaters in Goulburn. We then visited the picture theatre to receive a warm welcome from the manager, who had apparently anticipated a visit by some of us in that he had prepared an area set up with a group of comfortable arm chairs for our use - no charge! The programme was dull and we were very tired. We left the theatre at 10pm for the Royal. O'Connor's lady friend, Mrs Brown, had come along with the road party, so I didn't see much of him!.....**W. J. C. Pennell.**

(In the final Part 3, the whereabouts of Jess O'Connor is revealed; and what of the mysterious Mrs Brown?)



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of AHSA (NSW) Inc

December 2004 No.380

December Meeting

The December meeting will be held in the Australian Aviation Museum Bankstown on Wednesday 1st December 2004, commencing at 7.45pm. Enter via Starkie Drive, near the Milperra Road end of Bankstown Airport. 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

In Recognition of Bankstown Airport

Not only will the meeting be held in the Museum, where members and guests can peruse the large collection on display, but members are also invited to bring along any aviation memorabilia related to Bankstown, including photographs, slides, air show programs and the like. Members and guests will also be invited to recall any short anecdotes about their experiences or involvement at the airport.

Bankstown Airport has played a vital role in wartime and peacetime. This year is the 75th anniversary of the original assessment of the site for an aerodrome in 1929. It also marks the 60th anniversary of the official commissioning of HMS Nabberley (11 Nov, 1944) as a Royal Navy Fleet Air Arm Base. A more detailed history is included later in this newsletter, as well as extracts from *Aero* magazine of March 1967, (kindly provided by Brian Southwell), which relate to one of the legends of Bankstown Airport, Syd Marshall.

Please join us for another entertaining night of Australian aviation history.

November Meeting

Ian Debenham opened the meeting with a short address on the 40th anniversary of the initial meetings of AHSA in NSW and read some recollections of those early days, kindly provided by Eric Allen.

The occasion was also the 22nd Annual Arthur Butler Memorial Lecture, with Guest Speaker Phil Dulhunty

OAM, whose topic was *Recollections of Flying Boats and Seaplanes*. Phil discussed his extensive involvement in seaplanes and flying boats, which has lasted for over 50 years. The lecture encompassed four distinct aspects: a short history of seaplanes and the operational benefits and problems associated with such craft; Phil's own life with seaplanes; the Japanese spy flights over Sydney in 1942 and subsequent events; and, the acquisition of the PBY-6A Catalina, now operated by HARS.

Phil described the development of the seaplane in its flying boat and its floatplane forms. The days of romantic air travel in flying boats were, in fact, of necessity due to the lack of suitable land aerodromes. But once adequate land airports became available, the days of the large passenger flying boats were numbered. Float-planes are particularly prevalent in Europe and North America, and especially Canada and Alaska because of the large number of lakes, most of which are fresh water. Australia's seaplane population is also on the increase, with wide use for recreational and tourism activities.

Phil grew up on the North Coast of NSW and after World War II became concerned about the inadequate transport to growing towns like Port Macquarie. He initially sought to procure ex-RAAF Catalinas to operate a scheduled service between Port Macquarie and Sydney, but this failed to come to fruition. Following advice that Bryan Monkton had acquired several Short Bros. Sunderlands from the RAAF, he arranged to charter these aircraft for a weekly service between Rose Bay and Port Macquarie known as The Port Macquarie Clipper. The service lasted for about two years and one of the pilots was P.G. (later Sir Gordon) Taylor, who convinced Phil to learn to fly. Phil related several stories about the incentives that were devised to attract more passengers to the service.

He learnt to fly on Tiger Moths and has since owned several aircraft, but the focus in this lecture was on his seaplanes: Piper Super Cubs, a Helio Courier and Cessna 180. There were many excellent photographs

to accompany the interesting stories of these aircraft. Phil also discussed some of the many issues that confront seaplane pilots and operators in today's environment, including access to waterways and airspace, and how some issues have been resolved.

Perhaps the most revealing story in the lecture was the flight by Itoh Susumu in the Yokosuka E14Y1 "Glen" over Sydney Harbour in 1942. Whilst manning his anti-aircraft gun position at Georges Heights, Phil saw the aircraft fly over on the reconnaissance flight, just one day prior to the midget submarine attack in Sydney Harbour. It was some time later that the correlation between the two events became apparent. The description of the 1942 flight at this lecture was possible because Phil has since established contact with, and met the pilot, who still survives in Japan. Itoh Susumu has provided several drawings of the estimated flight path of the "Glen" and has given a detailed account of the crash landing and sinking of the aircraft. But amazingly, Phil has retrieved part of the engine of the aircraft which lies not far from the shore near Norah Head NSW. Unfortunately, museums and other bodies have shown little interest.

The acquisition of the PBY-6A from Portugal and its subsequent dramas before its arrival in Australia has been reported in many other publications. In the lecture many of the issues that affected the flight were discussed, but there is no doubt that it was through the determination of Phil and other members of the Seaplane Pilots Association of Australia and HARS that brought about the eventual delivery of this very significant aircraft.

The lecture generated much discussion in this most entertaining and informative evening.

On the Internet

Australian National Aviation Museum – Moorabbin Air Museum (<http://aarg.com.au>)

This comprehensive site provides details of the aircraft collection (which includes Bristol 170, Vickers Viscount, DAP Beaufighter and much more), restoration projects, special events, Australian made aircraft and many images.

The DC-3 Hangar
(www.douglasdc3.com)

This site features everything you wanted to know about DC-3s. There are technical specifications, drawings, hundreds of images, database search, warbird notes and links to over 150 other DC-3 sites.

Canadair History
(<http://home.ca.inter.net/%7Erapickler/index.html>)

There is a comprehensive coverage of the products of Canadair on this site. The company was absorbed into Bombardier Aerospace in 1986, and produced a wide range of aircraft including the Dynavert, Argus, Sabre, CL-44, business jets and regional jets. There are also many interesting images of these aircraft.

Skyliner Aviation News
(www.skyliner-aviation.de/)

This is a German site, but has an English version as well. Subscription to the magazine is available, although Euro-centric, but the site has some excellent free information on new airliner registrations, images and airline news.

Bankstown Airport

In 1929, the Federal Government acquired 172ha near Milperra for use as an aerodrome, although no further action was taken until 1940, when an additional 257ha were added to the original purchase. With the European war under way and a threatening war in the Pacific and Far East, the airport became an RAAF base. The primary purpose in selecting this location was its proximity to aviation related industries, such as the Clyde Engineering works at Granville where the Avro Anson was assembled. In 1942 a de Havilland facility was established on the airport to manufacture Mosquito aircraft. It was also considered suitable for postwar civil flying activities, especially aero club and flying training, which were conducted at Mascot.

During the war years, Bankstown Airport was used by 24 RAAF squadrons, which were principally fighter and fighter support units. From 1942, a number of USAAF units were also based on the airport, and in 1944, the airport was transformed into a Royal Navy Fleet Air Arm base. Within the services it was known as a MONAB (Mobile Naval Air Base), or more formally as HMS Nabberley. The move came about following a decision by the British Government to commit its forces to the South West Pacific.

Facilities included an aircraft assembly depot and reserve aircraft store, and subsequently a Royal Navy air radio maintenance group headquarters was established at the airport.

HMS Nabberley's main task was to provide maintenance and repair facilities for aircraft attached to the British Pacific Fleet. Additionally, any aircraft arriving in Australia by sea would be assembled and then test flown by a unit comprising Royal Navy and RAAF pilots. These aircraft included large numbers of Avengers, Corsairs, Expeditors, Fireflies, Hellcats, Martinets, Reliants, Seafires and Sea Otters.

In 1945, Bankstown, along with a number of other sites, was considered as a possible location for Sydney's international airport. Because of approach limitations and other difficulties, it was ruled unsuitable. The Department of Civil Aviation assumed responsibility for the maintenance and operation of the airport in 1948 and under its direction was improved and increased in size to 313ha.

In 1952 a gravel runway of 914m was constructed in the 11/29 direction. In 1962, there were three runway directions, 11/29, 18/36 and 05/23. An additional runway of 1190m was constructed in the 11/29 direction and strengthened to F27 standard to accommodate operations by military aircraft, such as the Sea Venom, which were maintained by Hawker de Havilland. The 05/23 runway was closed in 1974.

In 1980, General Aviation Aerodrome Procedures (GAAP) were introduced and work commenced to seal the third parallel runway in the 11/29 direction. This enabled the operation of simultaneous contra-rotating circuits on separate parallel runways, allowing one circuit for arriving and departing aircraft on the northern runway and the other for "touch-and-go" training on the southern runway. The centre runway was able to be used for overflow traffic and for larger aircraft that were precluded from using the outer runways.

The RAAF relinquished its last piece of Bankstown Airport land to the Department of Aviation in 1980, transferring its No.2 Store depot to nearby Regents Park and Chester Hill.

The Federal Airports Corporation (FAC) assumed control of the airport on 1st January 1988. Under the FAC regime, Bankstown, Camden and Hoxton Park airports were managed as a single business unit, and a very different business approach on operating the airports was introduced. Commercial developments that did not involve aviation activity were encouraged; hence schools, warehouses and office complexes appeared on various sites around the airport. Today's land use picture is of interest: total aviation areas (runways, taxiways, aircraft parking etc) 158.3ha and other areas (environment protection, grammar school, Bunnings, service station, Boeing etc) 154.9ha.

Following the wind-up of the FAC, ownership of Bankstown Airport was transferred to Sydney Airport Corporation Limited in 1998. In 2001, with the imminent sale of Sydney Airport, Bankstown Airport became a stand-alone entity wholly owned by the Commonwealth until its sale to the BaCH Consortium in December 2003.

During the 1980s Bankstown was the busiest airport in Australia and perhaps the Southern Hemisphere. In 1987, there were 382,401 movements (either a take-off or a landing). But in recent years there has been a significant decline in general aviation activity with 296,398 air traffic movements in 2003, and about 235,00 movements predicted for 2004.

One of the main reasons why there has been a decline in general aviation activity is cost. In order to receive a reasonable return on its investment in the airport, the new and previous owners needed to operate more commercially and the "user pays" principle has been widely adopted. Hence there have been increased charges for landings, parking and tenancy, which in some cases has forced operators to re-locate to less expensive airports.

In the Draft Master Plan, currently under consideration, Bankstown Airport Limited intends to close the north/south runway (18/36) and consolidate fixed wing operators to the northern side of the airport and helicopter operators and operations to the southern side. No matter what transpires under the plans of the new owners, it will be a different environment to what was experienced in the halcyon days of general aviation.

Calendar of Events

27-28 November 2004 Temora Aviation Museum Flying Days, Temora NSW

2 February 2005 AHSA (NSW) Inc, monthly meeting, Powerhouse Museum.

5-6 February 2005 Temora Aviation Museum Flying Days, Temora NSW

6 February 2005 Bairnsdale Air Show, Vic

2 March 2005 AHSA (NSW) Inc monthly meeting, Powerhouse Museum

5 March 2005 Lunch with the Tiger Moths, Luskintyre NSW

6 March 2005 Goolwa Great Air Spectacular, SA

15-20 March 2005 Australian International Air Show. Avalon Vic

News

News items, other contributions, advertisements 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).

A VERY HAPPY CHRISTMAS AND PROSPEROUS NEW YEAR TO ALL OUR READERS.

- BARNSTORMER
- ENGINEER
- AIRLINE PILOT
- FLYING INSTRUCTOR
- CHARTER OPERATOR
- AIRCRAFT COLLECTOR
- LIFETIME ENTHUSIAST

Meet Syd Marshall

"YOU TEND to get a bit excited when you fall out of an aeroplane without a parachute."

Syd Marshall speaking. A crinkle-eyed, leather-faced old-timer who has not been known to wear his tie straight since he first felt the bite of the Flying Bug.

And that was a mighty long time ago.

- Continued on page 26

**BUSINESS
AVIATION
CONFERENCE
ROOMS
SECRETARIES**



• Continued from page 25

IN THE jamb-packed hangar of Marshall Airways at Bankstown, Syd leaned against a fuselage and told AERO about his free fall without a parachute.

The year was 1927 or 1928. The aircraft was a Curtiss Jenny, flying above Mascot Aerodrome. A young Syd Marshall was in the front seat with a friend flying from the rear. In those early days of carefree flying, neither lad had fastened his seat belt.

The friend in the back seat did a few stall turns above the airfield and then, to the passenger's surprise, pulled into a loop but only got as far as the inverted stage.

The pilot hung for life to the stick, and Syd grabbed for anything that would keep him in the open cockpit. He missed everything, and tumbled from the aircraft.

Onlookers gasped as the plane plunged earthward, upside down, and the passenger falling from the cockpit. He landed on the centre section of the upper wing, and bounced.

Frantically Syd grabbed a passing strut, caught hold and clamped on like a limpet.

His mate, the pilot, was still clinging tightly to his only means of defying gravity — the control stick. Naturally, while thus engaged he was hardly to be expected to contribute much to the restoration of the Jenny's stability, so the old biplane took the task on alone.

Slowly — painfully so it seemed to the watchers on the ground — the old biplane rolled into a more normal attitude and the pilot managed a fairly passable landing.

However, it was some minutes before either he, or his passenger, were in a fit condition to clamber down from their aircraft.

Such an experience would test the enthusiasm of most. But when he finally stopped

shaking and the color returned to his face, young Syd Marshall found he still was "keen as mustard on flying."

Syd's enthusiasm for aviation has not dimmed.

He is probably one of the best-loved "characters" at Bankstown aerodrome, and there are few people in Australian aviation with whom he is not on first name terms.

It was before World War 1 that Syd Marshall's interest in flying started. He knew the famous flyer, Bill Hart, and saw Houdini, Harry Hawker and all his contemporaries.

But it was 1917 before he actually got airborne, and that was in an AFC Curtiss Jenny.

He was a passenger but the dual controls gave him the opportunity for his first lesson.

In 1925 Mr Marshall saw his first Moth, a Cirrus, which was on loan to the Aero Club of NSW. He became the club's honorary engineer. The Cirrus Moth was on loan from the RAAF who were to lend the club a total of three such aircraft.

For Syd Marshall, 1933 was a good year — he bought his first aircraft, a Westland Widgeon monoplane.

In 1936 he became self-employed, but it was not till 1937 or 1938 that he began to call the business "Marshall Airways." He retained the Widgeon, bought a Fox Moth and an

• **FLAGSHIP** of Marshall Airways is this pre-war Lockheed Model 10 "Electra," powered by two 450 h.p. Pratt & Whitney Wasp Jnr. radials driving Hamilton C.S. metal airscrews.



Avro Avian and kept busy doing charter work and flying training from what is now Sydney Airport.

Soon he bought his first twin-engine plane, a Short Scion. It still "lives" in the Marshall Airways hangar at Bankstown.

Most of his work came from the Sydney Air Ambulance Service, which he started. Night and day he flew patients and doctors in and out of Sydney. Marshall still does some of this work, and his Lockheed 10 Electra carries a medical cross on its side.

Most of the charter work for Syd's company today comes from sporting groups travelling to carnivals in his Lockheed. His only other aircraft in the commercial category is a DH Puss Moth, used for flying joyriders over the city.

He is sensitive on public opinion about pilots who are not striplings. He holds a current commercial licence, and he's more spry than most of the "young blokes."

During the big 1951 NSW floods, and again in the 1960s, Syd's aircraft flew many relief sorties.

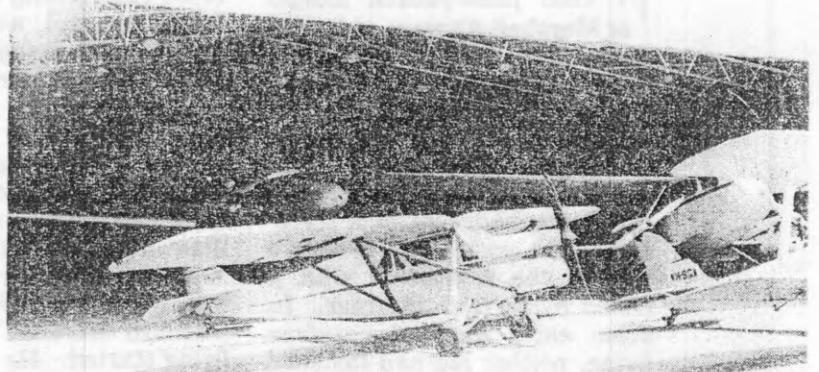
Marshall was then operating a fleet of Avro Ansons, many of which were used by the Government for flood relief work. Food was dropped, families were uplifted, and even sheep were trans-shipped.

In one major operation his aircraft ferried 5000 sheep to higher grounds.

"These two floods played a big part in convincing the country people that they needed aeroplanes," he said.

He is an enthusiastic collector of vintage and historic aircraft. He owns two DC-2 aircraft, a call it a "Zero"), an Avro Trainer, a DH-84 Dragon, the joyriding Puss Moth, and the flagship, the Lockheed 10 Electra

A few historical engines squeeze in among the air-



• The tarmac at Syd Marshall's Bankstown hangar is always worthy of a second look. Here his vintage DH Puss Moth awaits week-end joyriders. Behind it may be seen a DH Dragon and, visible inside the hangar, Marshall's Electra. Syd's hangar is a mecca for vintage enthusiasts throughout Australia.

frames, all of which are carefully labelled for the many weekend visitors who want to show the kids "what Daddy flew during the war" (no matter what side he was on), and the visitors have included some pretty important people.

Representatives from Douglas who visited Australia were,

he said, delighted with his DC-2s. Only one DC-2 is known to exist intact in the U.S.A.

So, if you want to feast your eyes on some rare aeronautica, and chat a while about the Golden Days with one of the guys who made them "Golden," why not do what we did — call at Bankstown and ask for Syd Marshall.

MAKE FRIENDS
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TRAINING

**BUSINESS
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**BUSINESS
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PERSONALISED
FLYING TRAINING

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Log of the *Rouseabout*. Conclusion. Avro Avian G-AUHK, June 15-17, 1928.

Sunday, June 17.

09.25. Out to the racecourse again to put the Avian in running order.

10.10. Reid took up a couple of local ladies for short flights in our machine. I didn't record his time.

11.38. Took off in formation, south, position 2nd right. Flew south to correct formation.

11.42. Over Goulburn for the last time - farewell to many new and kind friends.

Our visit here has been a tremendous success and Mr Sholtz and the local aero club are delighted, particularly joint Hon. Secretaries Dr Burton Bradley and Mr Walpole. To show their sincerity the Goulburn Aero Club paid the hotel expenses incurred by the whole party! What a pleasure to deal with people like this.

12.00. Township below - flying about 100ft below a cloud strata. "Shorty" in the Meteor is flying about 1/2 mile to starboard. He is independent of the formation and it looks as though "Pop" Tyler is taking some photographs.

12.04. Small township under right wing. We are just touching the lower edge of the cloud.

12.07. Another township - barren looking surroundings, but some orchards scattered around.

12.10. An afforestation scheme on port side - probably pine. The country a little better now. I see some fine homesteads and orchards now. Precipitous gorges along mountain range to starboard - thickly wooded. Bad flying country. Our open formation good.

12.15. Country open and flat - a good deal of water laying about.

12.23. Bowral - a gem of a place with many fine residences. Mittagong ahead.

12.31. We land at Mittagong.

By special bus to the Exchange Hotel where we were tendered a civic reception in regular country hotel style. The mayor and aldermen had been attending church and we were all seated at the dining tables for quite a long time awaiting their arrival. Our alderman speaker made reference to *Heaven* and the *Supernatural*, expressing the opinion that airmen were more likely to gain admission than many other people because of their training in self discipline! We were quietly reprimanded for arriving during church time!

15.05. Back to the landing ground where another fine crowd was entertained by Skipper Leggatt and "Shorty" with spins, rolls and zooms.

15.15. Started up. Captain Leggatt gave the pilots instructions regarding take-off and we taxied to the south end of the ground in preparation therefor.

15.36. Took off downwind - very light breeze. Circled until all machines up. Beautiful and sunny at the moment, but clouds all around the horizon. Cold.

15.40. All machines up, circling for height and formation position. Can see Hec Ross's Curtiss below where he made forced landing on Friday. "GJ" with Captains Leggatt and Hughes leading, "FV" with Neil Stewart inside right and "HK" with Jess O'Connor and Bill Pennell 2nd right.

15.47. On course - rough mountains thickly timbered - pilot's nightmare!

15.57. The country is opening up and some good looking landing paddocks about.

16.00. Sun's rays shooting through clouds on port side - machines passing through same make a dream-like picture.

16.04. Getting some spots of rain.

16.10. The winding waterways running through the country below have the appearance of huge feathered serpents, on account of the trees and scrub growing along the banks - the surrounding country being cleared.

Sydney's outer suburbs ahead. "Shorty" and Tyler in the Meteor have crept up on our starboard side about three spans away. "Shorty" reminds me of a sheep dog, circling the flock to keep

it under safe control.

16.15. Prospect Reservoir away on the left - National Park and Georges River over on the right. Visibility poor - low clouds.

16.20. Very cloudy and misty. Mascot not far off. Has been raining heavily by appearances.

16.25. Mascot Aerodrome below - looks like a lake.

16.30. The leader has landed. "Shorty" already there.

16.32. We land, or rather alight. The ground is terrible.

So ends a grand experience and nobody let the instructors down. Hec Ross's mishap was the only one experienced and the "Jenny" wasn't a club plane.....**W. J. C. Pennell.**

Epilogue

In his book, *Aussie Moths*, Bruce Winley titled Chapter 1, "FIRST ENCOUNTERS. THAT UNFORGETTABLE DAY ON SEVEN MILE BEACH." The unforgettable day was Saturday, November 16, 1929. I spoke to Bruce a couple of days before November 16, to remind him to celebrate the 75th anniversary of, as he wrote in *Aussie Moths*, "my first encounter with de Havilland DH60 Moth aeroplanes. Although the experience was tinged with tragedy, my interest in them was kindled and has been burning brightly ever since."

The tragedy Bruce refers to was the death of Jesse O'Connor and his passenger Wilbert Berg, a photographer. The Royal Automobile Club and the Aero club of NSW had co-operated in a programme of car races and joy flights at Seven Mile Beach, Gerringong. Jesse O'Connor had taken off in his DH60, VH-UHF, with Wilbert Berg as passenger, to photograph a race between a Chrysler roadster and an aero club DH60, VH-UHN. As Jesse turned, at a height of about 200ft, to fly back along the beach, VH-UHF stalled and spun into the surf.

In a note attached to his Log of the *Rouseabout*, Bill Pennell lists the aircraft and their crews taking part in the first cross-country tour by the aero club. These were DH60s 'AH (E. H. Chaseling), 'AK (R. H. Mitchell), 'FV (N. F. Stewart & R. A. Charlton), 'GJ (E. W. Leggatt & G. F. Hughes), 'AE (E. B. Wilshire & D. A. B. Smith), 'HB (G. N. Mills), Avro Avians 'HC (J. R. Palmer & Mrs Upfold), 'HK (J. E. O'Connor & W. J. C. Pennell), Curtiss Ireland Meteor 'FQ (T. W. Shortridge, S. L. Tyler & F. R. Mitchell) and Curtiss JN-4D 'GB (H. W. Ross). There were 10 aircraft and 17 crew members. Bill Pennell further records that, within a few years, 6 of the first cross-country tour participants, R. H. Mitchell, N. F. Stewart, D. A. B. Smith, J. E. O'Connor, T. W. Shortridge and F. R. Mitchell, lost their lives in flying accidents.

On March 9, 1981, Bill Pennell, wrote to John Witt, who was then the editor of the RACNSW newsletter, stating that at long last he had managed to organise his file of aviation documents and set some to paper. He then offered these recorded experiences for publication in the *History Corner* section of the newsletter. Bill's subsequent contributions to the newsletter, over a couple of years, remain as a valuable record of his personal experiences with the aero club during the twenties and thirties.

Bill Pennell was an insurance broker by profession and was a member of the "first team" of 13 pilots trained by the aero club in 1926. Members of the "first team" were H. V. Chedghey, J. T. Reid, R. H. Mitchell, S. H. Arousseau, W. J. C. Pennell, N. F. Stewart, E. B. Wilshire, Milton Kent, L. G. Carrick, J. R. Palmer, G. M. Littlejohn, M. Rosenfeld and C. W. Perry.

Bill Pennell worked for the Union Insurance Society of Canton Ltd, specialising in marine insurance. Immediately after WWI, an Aviation Department was attached to the Society's London branch. The first British commercial aircraft was insured by the Society in 1919. On January 1, 1924 the British Aviation Insurance Group was formed as a joint venture between the Society and a Lloyd's Group known as White Cross Aviation Insurance. This group issued short period cover for the "Southern Cross" at one stage, and also had dealings with Arthur Butler. Bill Pennell retired in the sixties and was 97 years old when he passed away in 1994.

Finally, I wish to apologise for misreading Bill's Log of the *Rouseabout*. There was no mysterious Mrs Brown as reported by me in Part 2. There was, however, a Miss Edna Brown, Jesse O'Connor's fiancée, and she was on Seven Mile Beach on November 16, 1929.....**John Scott.**