

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 2009 No.430

File 2009-2



July Meeting

The July meeting will be held at the Powerhouse Museum on Wednesday 1st July 2009, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer. Visitors are most welcome and supper will be available after the meeting.

The guest speaker for the meeting will be Judy Rainsford, whose topic will be

The Lores Bonney Story

Lores Bonney is perhaps one of the lesser known Australian aviatrixes, although her achievements are quite remarkable. During the 1930s, she became the first woman to circumnavigate Australia by air, the first person to fly from Australia to South Africa and the first woman to fly from Australia to England.

On 10th April 1933 she departed Archerfield, Queensland in her DH60G Gypsy Moth VH-UPV "My Little Ship" bound for England, where she arrived at Croydon on 21st June. She was awarded the MBE for her courage and perseverance.

She was often referred to as Australia's own Amy Johnson, but never received the publicity that was accorded to Amy, Jean Batten or Amelia Earhart. Perhaps it will be through Judy's research and efforts that Lores Bonney can be accorded the recognition she deserves.

Judy Rainsford has had a long term interest in flying since childhood, a full-time career in teaching, a lifetime endeavour to visit ancient and modern sites, museums and galleries, and an admiration of the adventure and challenges of aviation.

During the 1970s Judy spent her weekends travelling from Sydney to Bathurst where she learned to fly gliders and single engine aircraft and obtained her pilot's licence and Night Rating. She has since flown a glider in the Italian Alps, and powered aircraft in the USA and Canada.

Becoming active in aviation in Sydney, in 1980 Judy, with two other pilots started the Volunteer Air Patrol that later became the Air Wing of the Volunteer Rescue Association.

As past NSW State President of the Australian Women Pilots' Association and Education Director of

the Australian Aviation Museum Bankstown, Judy has maintained a close relationship with aviation.

Frustrated by the lack of Australian recognition of the Australian women and men who were world leaders in aviation, Judy seeks to educate Australians and promote aviation heritage and its future.

Please join us for another entertaining evening of aviation.

Committee Meeting

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

June Meeting

The guest speaker for the June meeting was Peter Coates who spoke on his times as a military air traffic controller.

Peter joined the RAAF in 1968 as a direct entry officer, and specifically as an air traffic controller. This was still unusual for the day, because most of his predecessors tended to be former RAAF or RAF aircrew, some of whom served in World War II or in the Middle East during the Suez crisis. There were former members of Pathfinder Squadrons, as well as former Stirling and Lincoln crew members.

His first posting was RAAF Base Richmond where he served in the control tower. RAAF 36 and 37 Squadrons operating two models of the C-130 Hercules and 38 Squadron which operated DHC-4 Caribou were based at Richmond in those days and the base was also used as a diversion airfield for CA-27 Sabre, Mirage III and IIID and Macchi MB326 aircraft. P-3B Orions and SP-2H Neptunes were also regular visitors. He noted that there were frequent foreign military movements by C-141 Starlifters from the USAF on courier runs along with the odd C-124 Globemaster II, in addition to the Canberra-based US Embassy Convair C-131 and US Navy Air Attaché R4D.

In 1969 Peter moved to East Sale, which he described as an enjoyable posting, despite the awful weather. He undertook his formal ATC course at East Sale, and also worked in the control tower and in Flight Planning. The base was home to the School of Air Navigation and Central Flying School, with

numerous Flying Instructors' courses being undertaken. Peter described two rather sensational beat-ups which he observed and will never forget: an aerobatic display by an HS748, and an early Sunday morning escapade by a CA-27 Sabre.

His next posting was Sydney Airport Air Traffic Control Centre where he provided the approach control functions for RAAF Richmond and its associated Restricted areas. His experience gained here augured well when he returned to Sydney as a civilian air traffic controller several years later.

From Sydney, Peter transferred to RANAS Nowra HMAS Albatross in an exchange posting. Nowra was the base for TA-4 Skyhawk, S-2E Tracker, Sea King and Wessex, and when the Carrier Air Group was ashore, its compliment of Skyhawks, Trackers and Sea Kings were also at the base.

He spoke about the night when a disgruntled Able Seaman set fire to the S-2E Tracker hangar when almost the entire fleet of aircraft was destroyed and where an HS-748 escaped the same fate thanks to the quick thinking of an RAN serviceman.

This was indeed a most interesting recollection of life in a different facet of the RAAF and, of course, generated many questions from the audience.

AHSA (NSW) and Australian Aviation Museum member Tom Lockley provided an interesting collection of images of aircraft remains discovered by friends during a visit to the Sahara. Tom also mentioned the resources available at the Museum, particularly in regard to histories of specific aircraft. These histories come from the Bob Wills collection and can be made available for access by members with arrangement with Tom.

AHSA meetings

Attendees at recent meetings might recall Ian Debenham's comments regarding the intention to develop a closer relationship with AHSA Inc in Melbourne. Members of that organization will have seen comments in its newsletter about the same matter.

We have therefore undertaken to advise all members of the meetings and venues for both Melbourne and Brisbane AHSA groups.

Melbourne

Meetings are held on the fourth Wednesday of the month at the East Malvern RSL, Stanley Cross Avenue (just off Winton Road) East Malvern. Meetings start at 7.30pm in the Lady Bowlers' room downstairs, and a number of members meet casually for dinner in the dining room from 6.00pm. Contact Antony Grage, mobile: 0418 170 395.

July Meeting: Wednesday 22nd July, Ian Debenham, President of AHSA (NSW) will explain

why the history of the first flight in Australia has been debated for so long.

August Meeting: Wednesday 26th August; Dr Gwynne Duigan and Terry Egan: "John Duigan, the first Australia-built, and the replica Duigan aircraft project." Gwynne Duigan is the daughter-in-law of John Duigan's brother and collaborator Reginald, and is the archivist and matriarch of the Duigan family. Terry Egan is leading the project to build a flying replica of the Duigan aeroplane. See the website: www.duigancentenaryofflight.org.au.

Brisbane

Meetings are held on the last Friday of each month on the ground floor of the President's Room, Airline Academy of Australia (formerly Royal Queensland Aero Club), Archerfield, at 7.15pm for a 7.30pm start. Due to security arrangement, the front door is locked after Academy staff leave; you must need to knock to gain entry. Visitors welcome, contact Bob Livingstone, mobile 0414 710 519.

June Meeting: Friday 26th June: "Prelude to Concorde" From his extensive library and a quantity of new material imported from the UK, Dick Sanders will describe the design process of the SST from concept to Concorde's first flight.

July Meeting: Friday 31st July: Peter Dunn: "The Kangaroo Squadron".

Book Shop

Readers will recall the recent advertisement in this newsletter referring to the aircraft memorabilia and model show at Bankstown Airport. At the show, Mark Burgess, from Mark's Book Barn, had on sale many items from the collection of our late member, Chris O'Neill.

Mark still has many of Chris' collection items available at his shop, along with many other interesting aviation titles.

A visit to Mark's Book Barn is well worthwhile, and is located at 215 Homer Street, Earlwood NSW; opening hours Monday, Tuesday, Wednesday and Friday 12 noon - 4pm, and Saturdays 10am - 3pm.

Book Releases

Boy Phoenix – C. James Melrose, by Helen Blake.

This biography was launched in Adelaide on 13th June 2009 and is now available on-line at www.jimmymelrose.com.

Born in 1913, Jimmy Melrose grew up in Adelaide. Encouraged by his mother, he embarked on an aviation career whilst still in his teens.

At the age of 20 he flew solo around Australia in record breaking time. At 21, he flew solo across the world – and back again. He became an overnight sensation after his success in the 1934 Centenary Air

Race from England to Australia flying his beloved DH Puss Moth VH-UQO "My Hildergarde".

Yet only 2 years later on 7th July 1936 it was reported that over 100,000 people lined the streets of Melbourne to farewell the 22 year-old after his fatal crash in a Heston Phoenix VH-AJM "Billing" near Melton, Victoria two days earlier.

Helen Blake has spent some 3 years researching and writing this book, which should be an important addition to aviation bookshelves.

RRP is \$25 plus \$7 P&P.

Australian-Built Aircraft and the Industry

Volume One: 1884 to 1939

by *Keith Raymond Meggs, OAM, DFM, AM(US)*.

Volume I of Keith Meggs' major work is now being printed and will be available for distribution in the next few weeks.

The total work will be a four-volume encyclopaedia featuring every aircraft type proposed, designed or manufactured in Australia from 1884 to the mid-1980s.

In Volume One the fourteen chapters cover the following activities: Hargrave, Taylor, the Commonwealth Prize, Early Experimenters, Duigan, WWI activity, AA&ECo, 1924 Lightplane Competition, LASCo, QANTAS, WAA, RAAF Randwick, Individual Builders 1918-1939, AMSCo, MSB, Matthews Aviation, General Aircraft Co, Cockatoo Dockyard, Tugan Aircraft, Harkness & Hillier, de Havilland (Aust) - part 1, Industry proposals and other snippets.

The volume is in A4 size, comprising two books of 1,264 pages in total. Each book bound as hard case, jacketed and placed in a slip case. It is printed on quality paper to enhance over 1,900 photographs, with clear readable text and a good index reproduced in both books.

AHSA members can obtain this volume for the special price of \$195 including P&P from the publisher, Finger Four Publishing, PO Box 918 Seymour, Victoria 3661. The special price only applies until 31st July 2009, when the price reverts to the RRP of \$235 including P&P.

Calendar of Events

3-5 July 2009 Wide Bay International Air Show. Bundaberg Qld

4 July 2009 Lunch with the Tiger Moths. Luskintyre NSW

25-26 July 2009 Temora Aviation Museum Flying Days. Temora NSW

1 August 2009 Lunch with the Tiger Moths. Luskintyre NSW

29-30 August 2009 Festival of Flight 2009. Watts Bridge Qld

Members' Night

In October this year, we intend to hold a meeting featuring short presentations by some of our members. We are still seeking volunteers for the meeting, so if you have some special interest or experience in aviation that you would like to share, please advise John Scott or Warwick Bigsworth of your ability to contribute.

Anniversaries

July marks some special anniversaries:

- First flight of the Bristol Beaufighter 17th July 1939.
- First flight of the de Havilland Comet I airliner on 27th July 1949.
- First flight of the Northrop B-2 Spirit on 17th July 1989.

Exciting Trip

The Emirates Airbus A340-500 A6-ERG which was damaged in a tail-strike accident at Melbourne Airport on 20th March 2009, departed Melbourne for Perth, Dubai and Toulouse on 19th June following temporary repairs. The aircraft was flown at 10,000 feet for the journey which was made over three days in daylight hours.

Centenary

John Scott has kindly provided the extract from *The Daily Telegraph* overleaf, which describes the exhibition presented by The Aerial League of Australia. The booklet for the event was titled:

THE FIRST AUSTRALASIAN AERONAUTICAL
EXHIBITION

Presented by
THE AERIAL LEAGUE of AUSTRALIA

and
An Evening with the Conquerers of
the Air

St JAMES HALL SYDNEY, FRIDAY JULY 23rd
1909

Contributions and Contacts

News items, other contributions, or requests for information etc for inclusion in the newsletter can be sent to AHSA (NSW) at P.O. Box K346, Haymarket NSW 1238 or to Warwick Bigsworth, E-mail (madsen2010@optusnet.com.au) or (02) 8824 7814.

Thanks

Thanks to Antony Grage, Judy Rainsford and John Scott for their contributions to this newsletter.

CONQUEST OF THE AIR.

A NIGHT WITH THE AERIAL LEAGUE.

INTERESTING EXHIBITION.

The navigation of the air, not so long ago a dream of the imaginative brain of the romance writer, is to-day an accomplished fact. Much advancement has yet to be made along the lines of practical general utility, but the thing is no longer a dream, and less than a decade is likely to see such wonders worked that it is conceivable that the fagged citizen will be enabled to make his week-end excursion per plane instead of per ship or train, or motor-car. A distinct stimulus has been lent to Australian invention by the recent organisation in Sydney of the Aerial League of Australia, and the just announced offer of the Commonwealth Government of a £5000 prize for the inventor of an aeroplane capable of being made use of in war, conditions upon a similar sum being raised by public subscription. That there will be local competitors in the field is certain. What has already been done in the field of experiment was disclosed at an exhibition held yesterday afternoon at St. James's Hall, under the auspices of the Aerial League. Some of the most ambitious attempts at solving the aerial problem are pictured and described elsewhere.

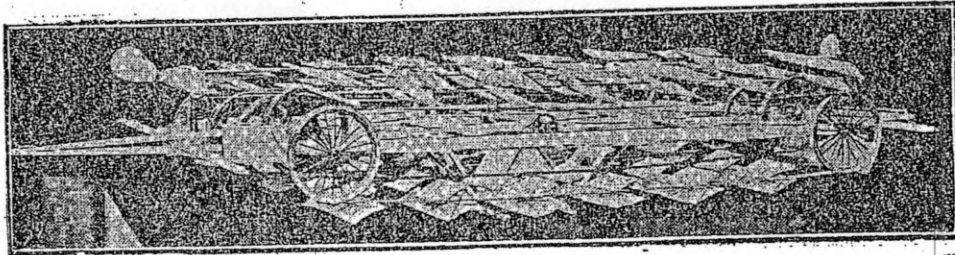
Models were shown of machines which had achieved actual flights (in their model form, of course) for short distances, and their inventors were there to demonstrate the possibilities of greater things. One small model in form was made to flutter the length of the hall. The exhibits consisted of a Hargrave box kite, and some early flying machine models by the same ingenious Sydney inventor; a model illustrating the working parts of an aeromobile designed by C. L. Garland, of Phillip-street, Sydney; an aluminium engine for aerial propulsion, by C. Whittell, Petersham; and a two-pair helicopter, one-pair helicopter, and an experimental model, by H. E. Gartz, of Bent-street, Paddington; an aeroplane, by S. Ewing; combination aeroplane and dirigible, by C. F. Witton, of Coree-road, Artarmon; model for aerial or marine propeller, by F. E. Stowe, C.E.; model of a floating aeroplane, in mushroom form, by G. W. Green, of Woy Woy; and model of a flexible propeller, by S. J. Laurence, of Castlereagh-street, Redfern.

In the evening, a large audience, which included Lord Chelmsford and Admiral Poore, listened to an entertaining lecture on aerial navigation, which was delivered by Mr. G. A. Taylor, secretary of the league, and illustrated by lantern slides and cinematograph films. Mr. Taylor traced shortly the history of the conquest of the air, from the time when Montgolfier first flew his hot-air balloon, to the period of the dirigible, and thence to the recent triumph of the Wrights, whose excellent pictures of the Wrights' recent flights being shown by cinematograph. In regard to Australian effort, Mr. Taylor referred to the fact that 15 years ago Mr. Lawrence Hargrave devised the box-kite, which form of plane the Wrights had found most adaptable for their flying experiments. The perfect flying-machine, however, had not yet arrived, but the lecturer pointed out that the scientific minds in this world were now giving close attention to its development. It might be that the adoption of the airship for the purposes of war would affect great things—crumble up all great fortresses, relegate to the scrap-heap the great Dreadnoughts of the world, or it might point to the fact that the end of all war was approaching, and the world would enjoy that universal peace of which men had preached since the beginning.

Commander Brownlow, one of the vice-presidents of the league, read to the audience the conditional offer of the Commonwealth Government of a £5000 prize, and apologised for the absence of the State Premier, the Lord Mayor, General Head, Mr. Joseph Cook (Federal Minister for Defence), Lord Chelmsford, proposed a vote of thanks to Mr. Taylor, for his address.

AUSTRALIAN ATTEMPTS AT AVIATION.

MODELS AT THE AERIAL LEAGUE'S EXHIBITION.



MR. S. EWING'S AEROCAR.

This model was built on a scale of one-eighth of an inch to a foot.



MR. G. W. GREEN'S FLOATING AEROPLANE.

This is an invention by Mr. Green, of Woy Woy. From 15 years of age Mr. Green has been an inventor, and his genius is marked by the fact that he has already sold 34 inventions, and from the profits has bought himself a fine farming property, and paid the expenses of three trips around the world. His latest inventions include a machine for harvesting sugar cane, a pneumatic seed-sower, and an appliance to bore differently-shaped holes in wood with one boring-bit. The principle of this aeroplane lies in the fact that the gas-bag contains just enough gas to lift the machine by itself. When the aeronaut steps on board, the invention states, he can use the propeller as a direct lift or to go partly upwards and partly forward until the desired height is reached. If attacked by a dirigible balloon, the aeronaut can reverse his engine and drive the machine directly downwards, or in any other direction, by the use of his mobile propeller. The whole apparatus is collapsible, and this, it is claimed, enables it to be adapted to the varying weights of the occupant. It is a very cheap machine, and can be constructed in Sydney for one-tenth of the cost of a Wright aeroplane in Paris. Inside the envelope plane are hydrogen-filled balloons, similar to those bought by children in the street, and these provide the buoyancy. If a shot strikes the envelope plane it may destroy a few of these small balloons, but, it is stated, cannot do serious damage to the whole.

MACHINE GUNS.

INTERESTING LECTURE.

In days of rifle club predominance it is not usual to find interest attaching to a discussion on machine guns and their application to military purposes. Yet Captain Heritage succeeded last night in engaging the attention of a large attendance of officers at the United Service Institute while he discussed such weapons from various points of view.

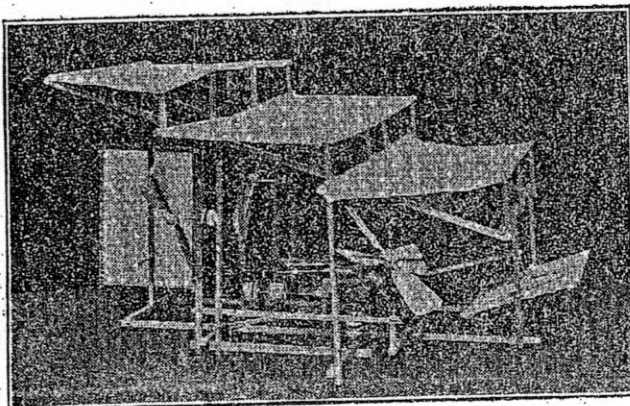
The lecture was, necessarily, one of a technical character. It involved the canvassing of the merits of "massed" and "dispersed" fire; of Maxims, Hotchkiss, and Colt guns; of Japanese and Russian tactics; of the value of frontal enfilade and oblique fire, as applied to machine guns; but, above all, it included the important, but often overlooked, question of the mobility of the machine gun.

Speaking with a commendable acknowledgment of his authority—the commandant of the Hythe School of Musketry—Captain Heritage told his audience several things that had not been fully appreciated in the training of the field force, and asserted the fact that the machine gun was primarily the weapon of opportunity and fire surprise. That the Colt or the Maxim gun was the place of artillery in mountainous country was made manifest by examples he quoted from the experience of the Swiss in transporting the guns across Mount St. Gothard. By means of photographs he illustrated the latest pattern of tripod for the Maxim, which enabled it to fire in any position; and, then, reverting to the question of mobility, he impressed upon his audience that the utility of the carriage provided for the weapon was controlled by the possible rate of advance of the arm with which it was operating—in other words, that a gun on a galloping carriage was out of proportion to an infantry detachment. Captain Heritage, who has recently returned from a course of instruction at Hythe manifested a preference for the Maxim over the Colt gun, and had a decided objection to the Donald galloping carriage, which South African donkeys remember so well, but in all his declarations and deductions he was sufficiently sound to withstand a crossfire of questioning at the end of the lecture. The subject—in its title, technical and detailed—was described by Colonel Foster, the Professor of Military Science, as "the most absorbing and interesting lecture we have had at the Institute for a very long time."

PUBLICATIONS RECEIVED.

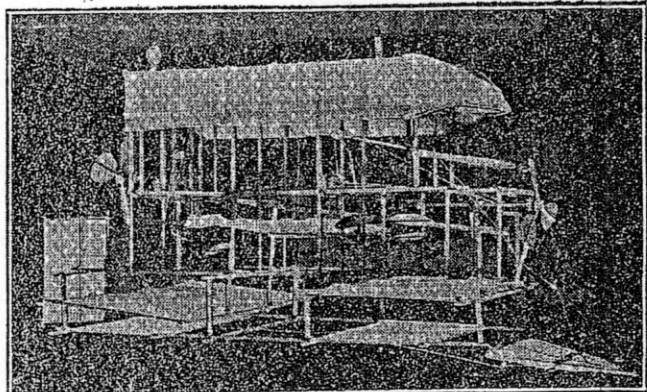
"The Adventures of a Civil Engineer," by G. O. Burgs, M.I.C.E. (Alston Rivers, Ltd., London.)

"How to form a Patrol or Troop of Scouts," (Jas. Brown and Son, Glasgow.) "A New History of Methodism," edited by W. J. Townsend, D.D., H. B. Workman, M.A., D.Lit., and George Eays, F.R.H.S. (Hodder and Stoughton, London.) From the Methodist Book Depot, Sydney.



A ONE-PAIR HELICOPTRE.

This war aeroplane was invented by Mr. H. E. Gartz, of Paddington. It has a system of monoplane, in addition to the helicopter. The inventor says it will carry three men, or two men and 200lb. of war material. The rear-plane has the concave side downwards, to give that it has a carrying capacity of 1000lb., exclusive of the weight of the machine. According to Mr. Gartz, it can travel up to 60 miles per hour. It requires a 160-h.p. motor.



A TWO-PAIR HELICOPTRE.

This war aeroplane, invented by Mr. H. E. Gartz, has been offered to the Commonwealth Government. Buoyancy has been secured by a combination of helicopters and monoplane. The driving power lies in two rear propellers, aided by one in front. The inventor declares that it has a carrying capacity of 1000lb., exclusive of the weight of the machine. According to Mr. Gartz, it can travel up to 60 miles per hour. It requires a 160-h.p. motor.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Death Of The Aerial League - And The Birth Of Qantas. Part 3.

I was reminded by Adam Schwab's article in *The Sydney Morning Herald* on May 5, that just about now Loops & Landings might have been bemoaning the near death of Qantas, rather than exploring the very good news of its birth. On the second anniversary of Airline Partners Australia's \$11 billion bid for Qantas, Adam Schwab reflected on how fortunate it was for the airline that a US billionaire, Samuel Heyman, over-slept for an hour or two and just missed the deadline to submit his acceptance for a 4.9 % stake in the joint venture. If the APA bid had succeeded, concluded Schwab, a much diminished Qantas would now, most likely, be renationalised.

Nine decades ago, towards the end of WWI, civil aviation could again look to its future. Financing new commercial aviation ventures would be difficult because of low public confidence, and the high risk facing investors. Then, as now, there was the additional risk to investors of being separated from their money by fraudulent intent. In their book, *Air Transport in Australia*, published in 1951, the co-authors, Hocking and Haddon-Cave, wrote: "In 1918-19, eight aviation companies were formed, of which only one, *The Larkin-Sopwith Aviation Co of Australasia Ltd*, survived more than five years. One of them, with a nominal capital of £500,000 issued a prospectus in which it outlined plans for a service linking all capital cities except Perth. The two promoters sold shares to the value of £10,000, appointed themselves managing director and chief engineer respectively at comfortable salaries and embarked on world tours on behalf of, and incidentally at the expense of, the company. The shareholders received their first balance sheet two years later, which disclosed that for their investment of £10,000, their company had assets in the form of office furniture and a little petty cash, and liabilities to unsecured creditors amounting to £1200". The melancholy private investor is an ancient phenomenon, and not just a product of the current global financial crisis!

One of the first post war aviation entrepreneurs in Australia was Reginald Lloyd who, in September 1918, proposed the formation of *Aerial Mail Services (Sydney-London) Ltd*. This was to be no inter capital airline confined to the mainland. Reginald Lloyd's vision was *The Kangaroo Route*, almost three decades ahead of its time. The first that George Augustine Taylor learnt about the proposal was when he opened his daily paper. He hurried off to the registered office of the proposed new company to get a copy of the prospectus. George immediately placed Reginald Lloyd in the dubious category of company promoters, and set out to warn potential investors in the next issue of his publication, *The Soldier*, on October 11. He concluded a detailed demolition of Lloyd and his prospectus with: "...it is evident that to one of the promoters, at least, the proposal will be "gilt edged". The whole thing might have been convincing if reliable data had been submitted as to the possibility of ever economically breaking down the barriers of distance and space that lay athwart the two hemispheres, and if possible at all, at what cost it could be accomplished. The man with money would be well advised to carefully study the pros and cons of this daring and prodigious proposal".

This libellous attack on Reginald Lloyd, coming at the same time as the attack on Edgar Reynolds, was another red alert for Gordon Legge regarding Taylor's potential to destabilise post war planning for aviation in Australia. Legge's solution was to invite Taylor to join the team. The problem was - George unilaterally appointed himself captain. This was evident in the November 8 issue of *The Soldier*, where Taylor informed his readers that: "*The Aerial League of Australia*, now that peace is within measurable distance, is reopening operations throughout the Commonwealth and actively forming Aero Clubs in each state to watch aerial development in commercial, legal and sporting circles". The General Organiser for the Commonwealth, G. A. Taylor, had formed a Preliminary Council which had already appointed Hon Secretaries in NSW, QLD, VIC and SA. The Preliminary Council then designed a corporate structure made up of departments titled; Educational, Survey, Commercial, Legal, Engineering, Military, Naval and Social. By November 15, *The Soldier* was able to report that the planning had been enthusiastically endorsed by a public meeting organised by the Aerial League

at The United Services Institute. For George Taylor, and the Aerial League, it must have been just like the heady days of 1909. Then came the bombshell!

On Sunday, November 25, there was a meeting of potential investors in *Aerial Services Ltd* at the Menzies Hotel in Melbourne. The next day a report appeared in *The Age* under a headline, AIR TRANSPORT, AUSTRALIA TO ENGLAND. The report described how Major-General Legge had stood on the same platform with Reginald Lloyd to help promote *Aerial Services Ltd*. It was stated that Gordon Legge: "...was not attending the meeting as a representative of the Government but felt at liberty to say that great assistance would be afforded the Defence Department if Australia had a full equipment of privately owned aeroplanes." As soon as he heard about the meeting, George Taylor wired Legge: "Melbourne Age, 26 November reports that you are supporting Lloyds Syndicate. Kindly wire me if correct. Urgent." Here was a part time Captain in the Intelligence Corps firing off a curt 'Please Explain' to the Chief of General Staff. The arrogance was breathtaking. Gordon Legge replied that, not only had he supported Lloyd, but had also subscribed to the limit of £100, allowed to individual investors in the proposed new company. The Sydney Morning Herald, December 5, further reported that Lloyd had addressed another meeting in Adelaide.

In a dramatic move, Taylor convened a meeting of the Preliminary Council of the Aerial League for December 6. In his speech to the Council he claimed that Reginald Lloyd: "...had no technical knowledge of aviation and was in no position whatsoever to anticipate, with any degree of reliability, the success of his venture, hence I considered that he was endeavouring to exploit the public." And because of Legge's involvement, Taylor concluded: "I must now report that I cannot apply my efforts in rendering assistance to such a doubtful proposition by winning public attention to aviation, and possibly be the unwitting cause of the investment of capital in a venture that has every appearance of turning out disastrously for investors." Taylor then resigned from his self proclaimed position of General Organiser for the Commonwealth. Council members pleaded with him to withdraw his resignation, and he agreed to do so - but it was all too late. *The Aerial League of Australia* passed away at about 4:30 pm on December 6, 1918. The cause of death - a fit of pique.

In retrospect it is fortunate that George Augustine Taylor dealt himself out of any direct involvement with post war development of civil aviation. There would have been few, if any, investment proposals that passed his highly subjective scrutiny. In fact Taylor revealed his conservative attitude towards the future of commercial aviation in his publication, *Building*, January 1920: "Present day enthusiasts, however, are losing their heads over daily newspaper booming of Aviation, and the wild claims of aerial-company promoters; hence fail to understand that though Aviation is necessary for defence purposes, and will come into use for very special work, it cannot supersede railway, motor or steam boat transport."

As will be seen, Reginald Lloyd's vision was over ambitious. Despite having competent technical advice, and a formidable board of directors, the company eventually failed. One of those directors, Arthur Wigram Allen, of the legal firm, Allen Allen & Hemsley, through this directorship, continued a family connection with aviation which has passed down the generations. His album, with photographs of Colin Defries and *Stella* at Victoria Park Racecourse, is now held by the Mitchell Library. His son Denis served with distinction in the RNAS during WWI, and then went on to be Chairman of New England Airways Ltd, Airlines of Australia Ltd, and a director of Butler Air Transport Ltd. His grandson Patrick became deputy fleet training manager with BOAC, and was a pilot of Concorde during her early development flights.

When Reginald Lloyd's choice of a name for his new company, *Aerial Mail Services (Sydney-London) Ltd*, came to the notice of a stolid Lancashire quarryman, there was a problem. The problem was that the quarryman was the Hon William Webster, who was now the Postmaster-General. In an interview with Edward J. Hart, in Melbourne on December 13, Webster revealed that: "Lloyd came to me some time ago with certain proposals. I told him I would not entertain them in that form...The whole question of aerial mails is absolutely impracticable so far as this country is concerned." Lloyd forthwith changed the name of his company to *Aerial Services Ltd*. Nevertheless, on December 31, the Federal Government announced that the registration of Lloyd's company would not be granted. **John Scott.**



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ABN: 83 295 759 224

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August 2009 No.431

August Meeting

The August meeting will be held at the Powerhouse Museum on Wednesday 5th August 2009, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer. Visitors are most welcome and supper will be available after the meeting.

The guest speaker for the meeting will be Ron Watts, NSW State Representative of the Mission Aviation Fellowship, whose topic will be

A History of the MAF

Mission Aviation Fellowship came into being after WW II as a result of Christian airmen wanting to use their aviation skills to serve God, the Church and those in need in remote places.

The Missionary Aviation Fellowship was formed in the United Kingdom in 1944, led by Murray Kendon, a New Zealand pilot serving with the RAF. Inspired by the American and English fellowships, a group of Australian airmen studying at the Melbourne Bible Institute caught the vision of using their post-war aviation skills and in June 1947 Australian Missionary Aviation Fellowship was formed.

In April 1951 pilot Harry Hartwig, and engineer/pilot Bob Hutchins commenced operations in Papua New Guinea with an Auster Autocar; MAF operations commenced in remote Arnhem Land, Northern Territory in 1973 at Elcho Island. MAF Australia's name was changed in 2002 from Missionary Aviation Fellowship to Mission Aviation Fellowship to be in line with the rest of the MAF world, and the MAF UK logo was adopted.

Ron Watts has served with the Mission Aviation Fellowship as a pilot and administrator since the early 1970s. He has served in the Centre at Alice Springs and at Oenpelli and Gove in the northern part of Northern Territory. As is normal in the MAF, Ron holds aircraft engineering qualifications – a necessary requirement for those pilots serving in outback Australia.

His role now involves promotional, fundraising and educational activities associated with the MAF; however his vast experience augers well to convey the message about this fascinating organization.

Ron will also have for sale copies of the book, *Many Adventures Followed*, written by former MAF

pilot Roger Young. (Your editor can attest that this is a darn good read!) Please join us for another interesting evening in aviation.

July Meeting

Guest speaker was Judy Rainsford, who provided a very well researched talk on the life and times of Mrs. Lores Bonney.

Judy introduced her talk with a short DVD about the development of long haul flying, which we all take for granted these days. Images of the early development of Sydney Airport and some of its personalities, such as Charles Kingsford Smith and Nancy Bird Walton featured in the film.

Maude Rose (Lores) Rubens was born in Pretoria, South Africa in 1897, with a German father and English mother. The family moved to Great Britain but could not adapt to the weather, hence they migrated to Melbourne. Lores was brought up to be a young lady; not expected to work and in 1917 married leather goods manufacturer Harry Bonney. She became a "golf widow"; but after having met Bert Hinkler, her husband's cousin, was inspired to learn to fly, keeping it a secret from her golfing husband. After her first solo, she told her husband, who, in fact, knew of her flying lessons, and he bought her a DH-60 Moth, "*My Little Ship*". Lores gained her "A" licence on 31st August 1931 and in order to prove she could do things by herself, on 26th December 1931 embarked on a solo flight from Brisbane to Melbourne and return. On her arrival back in Brisbane, she was acknowledged for her feat, but there were no accolades, even though this had been the longest flight made by a woman in Australia.

In 1932, she flew solo around Australia from Brisbane-Darwin-Broome-Perth-Adelaide-Melbourne - Sydney and many points between, in 95 hours flying time over a period of 45 days. She was later awarded the Qantas Trophy for the most meritorious performance by a Queensland pilot in 1932.

Lores embarked on her Brisbane-London flight on 10th April 1933, taking with her an evening dress so as to be appropriately attired on arrival. Judy recounted the journey across Australia, across the Timor Sea, her crash landing at Bang Biang Island,

en-route from Alor Star to Rangoon and her subsequent survival, along with the repairs to the aircraft in Calcutta. Lores crossed India and flew via numerous points, including Baghdad, Aleppo, Constantinople, Sofia, Budapest, Linz, Frankfurt to Croydon, London, where she arrived on 21st June.

She returned to Australia by ship, with little fanfare and was awarded an MBE by King George V in the 1934 King's Birthday Honours List, although no honours were forthcoming from Australia.

On 9th April 1937 in Klemm L32 VH-UVE, she departed Brisbane bound for Pretoria, South Africa. This four month trip involved some 210 flying hours, with the route through the Dutch East Indies, Singapore, Malaya, Siam, Burma, India, Iraq, Egypt, Sudan and all points to South Africa. The aircraft was shipped back to Australia, but was burnt out in a Qantas hangar fire at Archerfield.

It was 1973 before she was recognised in Australia as a great aviatrix; an article on her flying career appeared in the Brisbane Sunday Mail and in 1977 the ABC presented a documentary on her flying career. In 1991 she was awarded the Order of Australia; and in 1994 she died at the age of 96.

This was a remarkable life story, and thanks go to Judy for an excellent presentation.

CA-27 Sabre Flies Again

One of the RAAF's most significant fighter jets, the CA-27 Sabre, made its first flight in 16 years on 16th July 2009 at the Temora Aviation Museum in regional NSW, after a period of more than three years' restoration and servicing.

The aircraft was loaned to the Museum by the RAAF under an agreement made in 2005 by the Chief of Air Force in an effort to preserve historical military aircraft. The Sabre has been restored to flying condition by the Temora Aviation Museum Engineering team and will become a feature of the Museum's regular Flying Weekends, as well as select Australian Defence Force Airshows. Sabre A94-983 (aka VH-IPN, formerly VH-PCM) is owned by the RAAF Museum, loaned to the Temora Aviation Museum and operated by the Temora Historic Flight Club.

Museum Founder and President David Lowy AM said "This is an historic day and I'm extremely proud the Temora Aviation Museum has been able to partner with the RAAF in returning their Sabre to the skies."

Chief of Air Force Air Marshal Mark Binskin AM said "This first flight of the Sabre aircraft marks a great day for Air Force by vividly reminding us where we have come from. It is a fantastic result for all involved and I would like to acknowledge the work of the entire team, including the strong

partnership between Air Force and the Temora Aviation Museum, in achieving this milestone."

David Gardner OAM, Director RAAF Museum said, "It was tremendous to see the Sabre take to the sky again. Temora Aviation Museum is to be congratulated on the huge professional effort they put into returning the aircraft to airworthiness status. This event is great for Australian Aviation Heritage and the RAAF."

The pilot of the post maintenance check flight was Darren Crabb. As an ex-RAAF Qualified Flight Instructor, Darren flew F/A-18 Hornets and Macchi jets. He is a current corporate jet pilot and is type rated on 14 jet aircraft types. His flying experience includes the Cessna Dragonfly, Vampire, Meteor and Canberra vintage jet aircraft and he has a total of 5200 hours of flying time in jet aircraft. After the flight Darren Crabb said "It was fantastic! The aircraft performed flawlessly and it was both pleasure and a privilege for me to return the Sabre to the Australian skies."

The Australian public will have its first chance to see the Sabre at the Temora Aviation Museum Flying Weekend on September 5th & 6th, 2009.

AHSA meetings

Melbourne

Meetings are held on the fourth Wednesday of the month at the East Malvern RSL, Stanley Cross Avenue East Malvern. Meetings start at 7.30pm in the Lady Bowlers' room downstairs, and a number of members meet casually for dinner in the dining room from 6.00pm. Contact Antony Grage, mob: 0418 170 395.

August Meeting: Wednesday 26th August; Dr Gwynne Duigan and Terry Egan: "John Duigan, the first Australia-built, and the replica Duigan aircraft project."

September Meeting: Wednesday 23rd September; competition and sale night – aircraft recognition competition, aviation trivia quiz, and members' book sale.

Brisbane

Meetings are held on the last Friday of each month on the ground floor of the President's Room, Airline Academy of Australia, Archerfield, at 7.15pm for a 7.30pm start. Due to security arrangement, the front door is locked after Academy staff leave; you may need to knock to gain entry. Visitors welcome; contact Bob Livingstone, mobile 0414 710 519.

July Meeting: Friday 31st July; Peter Dunn: "The Kangaroo Squadron" the 435th Bomb Squadron USAAF, which arrived on Queensland shores in early 1942 and was turned into a Reconnaissance Squadron with a motley collection of tired B-17s and LB-30s.

Their unofficial patch became a kangaroo holding a telescope to an eye, but with a bomb held in the tail.

August Meeting: Friday 28th August: Bob Livingstone (Chairman, AHSA Queensland) "Army Daze – Vietnam 1969-70". Bob will talk about his time in the Australian Army in Vietnam and present colour slides of the period and the place, the majority of it being of the aircraft he photographed in his travels almost 40 years ago.

Book Releases

Boy Phoenix – C. James Melrose, by Helen Blake.

As mentioned is last month's issue of *Southern Skies*, Helen Blake's book *Boy Phoenix – C. James Melrose* is now available. A flyer is enclosed.

In addition to the Internet, the book can also be bought through Helen; contact by phone: 0432 177 175 or via her address, which is 42 Oleander St West, South Brighton. SA 5048.

Peter Coates has advised of these following two books as well:

RAAF 83 & 84 Army Co-operation Wings – RAAF Army Co-operation units in the South West Pacific 1940-1946 By John Lever

This book provides an insight into the activities of the RAAF in Army Co-operation, or Tactical Reconnaissance role as it was later known, in the South West Pacific Area of operations during WWII and to pay tribute to the personnel who served in the associated RAAF units.

The activities of the Army Co-operation units varied from the dangerous to the mundane, from dive-bombing and low level strafing attacks, to aerial photography or delivering the mail. The provision of close air support to the troops on the ground was vital for both their survival and maintaining their morale.

The lives of countless allied soldiers were saved in many ways. By the destruction of enemy guns, the seriously injured being medically evacuated, by receiving extra arms and ammunition during critical phases of a battle, or receiving food, medicines and messages while isolated and unable to communicate with their battlefield commanders. The welfare of the troops was also enhanced by the aerial spraying of insecticides to protect them from the many tropical diseases encountered in the South West Pacific.

All of this did not come without a cost. Most of the flying was at low level, where the pilots needed keen eyesight and good reflexes, and many airmen lost their lives either during operations or operational training.

The book is available from the author, John Lever, Post Office, Koorlong, Victoria 3501, for \$40.00 including P&P.

Famous Commonwealth Squadrons of WWII No.453 (R.A.A.F.) Squadron 1941-45 Buffalo, Spitfire by Phil H. Listemann

This book is available through the RAF in Combat website, www.raf-in-combat.com. There are a several series of books available on the site, including Famous Squadrons, of which the above mentioned No.453 (R.A.A.F.) Squadron and No.457 (R.A.A.F.) Squadron is also featured, as well as the Allied Wings series, which features amongst other aircraft, The North American B-25 Mitchell in R.A.A.F. service.

Book Reviews

David Eyre has kindly provided these reviews:

Australian Aviation – a Pictorial History by Adam Lee

This soft covered book of 132 pages is produced by Axiom Publishing and is said to be produced "not just for aviation enthusiasts but anyone interest in our history". It commences briefly with The Early Years 1850 – 1899 and runs through Lawrence Hargrave's experiments, the recent discussion as to who made the first controlled power flight, the John Duigan experiments, to the present day. There is some reference to WW I and WW II operations and the types of aircraft that were flown. However, I am unable to understand how a book dealing with Australian Aviation has a photo and a little information on the Vickers Aircraft Company FB.19 known as the Vickers Bullet. This aircraft was produced in two models, the Mk 1 (50 built) and the Mk II (12) built and only saw a little service on the Western Front and in the Middle East; and 12 more were built for Russia. It is hard to understand how this aircraft could be included in a book on Australian aviation. Be that as it may, the book is produced on good paper but those interested in the subject will not see any new photographs they have not seen before. It deals briefly with the 1930s, the early Qantas years, flying boat operations, etc. Nothing is dealt with in depth and it really is a coffee table book. At \$29.95 in this day and age it is probably a good price for those interested in this type of book.

Southern Cross Mustangs – the P-51s of Australia and New Zealand by David Muir.

This book comprises 464 pages and is without a doubt the most comprehensive book on the civil and military use of the North American P-51 Mustang in this part of the World. Produced by Red Roo Models of Melbourne, and with a soft cover, it is good value, considering the price of books these days. The amount of details available for the Mustang connoisseur or the Mustang modeller is amazing.

Aimed primarily at the modeller of all scales, there are hundreds of drawings in colour of the Mustang in military service, and all of the civil Mustangs which have operated over the years. For those which wore a number of different colour schemes, there are drawings of each scheme. Other drawings show detail of variations in the cockpit canopy, where decals go, modifications for target towing, photo reconnaissance work, armament, ordnance, cockpit variations etc. I myself was able to supply a number of colour photographs of some of the early civil Mustangs.

The collection of civil Mustangs in Australia and New Zealand is amazing, with everyone covered in a variety of colour schemes. There are thousands of drawings that will cover all that the enthusiast would require. There are also sections on the operation of the type, squadron histories, and differences over the years in the military insignia, etc. Operations in the Pacific, Japan, Korea, Australia and New Zealand are covered. Red Roo Models is to be congratulated for producing such a book.

We now have a book that must satisfy all who have an interest in the operations of the might Mustang in this part of the world. It is available from Red Roo Models for \$125 and is good value for a book which so copiously covers its subject.

Red Roo website: www.redroomodels.com.

1934 MacRobertson Air Race

This October commemorates the 75th anniversary of the 1934 MacRobertson Air Race from Mildenhall, near London, to Melbourne, Victoria.

AHSA (NSW) members Anthony Coleiro and Keith White have very kindly prepared three articles about particular aircraft which entered the race, and the first article follows in this newsletter.

Anniversary

10 August 2009 will mark 60 years since the first flight of the Avro Canada C-102 Jetliner, which took place 2 weeks after the first flight of the DH Comet.

Only one Jetliner was constructed, with the fuselage subsequently scrapped in 1956 and the nose section held on display at the National Aviation Museum, Ottawa, Canada.

Unusual Names

Australian airports have been included in a selection of the world's most bizarre airport names.

Flight search database Skyscanner scoured its database of over 10,000 airports around the world and selected the funniest, rudest and weirdest airport names in the world. Australian airports that made the list include Useless Loop, Broken Hill, Woodie Woodie, Wagga Wagga and Wee Waa.

Amongst the airport names considered as bizarre, are:

Batman Airport, Turkey; Useless Loop Airport, Australia; Mafia Airport, Tanzania; Moron Airport, Mongolia; Ogle Airport, Guyana; Brest Airport, France; Eek Airport, US; Black Tickle Airport, Canada; Pickle Lake Airport, Canada; Raspberry Strait Airport, US

Airports you may prefer not to fly to:

Red Devil Airport, US; Asbestos Hill Airport, Canada; Deception Airport, Canada; Bloodvein Airport, Canada; Slave Lake Airport, Canada; Broken Hill Airport, Australia; Rifle Airport, US; Deadhorse Airport, US; Danger Bay Airport, US; Colon Airport, Panama.

Strange sounding airports:

Woodie Woodie Airport, Australia; Wee Waa Airport, Australia; Wagga Wagga Airport, Australia; Wuhu Airport, China; Gorom-Gorom Airport, Burkina Faso; Xingning Airport, China; Puka Puka Airport; Kar Kar Airport, Papua New Guinea; Muko-Muko Airport, Indonesia; Flin Flon Airport, Canada.

Calendar of Events

1 August 2009 Lunch with the Tiger Moths. Luskintyre NSW

2 August 2009 Caboolture Aero Club Fly-in. Caboolture Qld

29-30 August 2009 Festival of Flight 2009. Watts Bridge Qld

2 September 2009 AHSA (NSW) monthly meeting, Guest Speaker, Dr Ron Houghton – The Handley Page Halifax. Powerhouse Museum, Ultimo

5 September 2009 Lunch with the Tiger Moths. Luskintyre NSW

5-6 September 2009 Temora Aviation Museum Flying Days. Temora NSW

19-20 September 2009 AAAA Chipmunk Rally. Tocumwal NSW

7 October 2009 AHSA (NSW) Members' Night – Powerhouse Museum Ultimo

4 November 2009 AHSA (NSW) Arthur Butler Memorial Lecture - Guest Speaker John Ulm.

14-15 November 2009 Sydney Aviation Memorabilia and Model Show. Bankstown Airport NSW

Contributions and Contacts

News items, other contributions, or requests for information etc for inclusion in the newsletter can be sent to AHSA (NSW) at P.O. Box K346, Haymarket NSW 1238 or to Warwick Bigsworth, E-mail (madsen2010@optusnet.com.au) or (02) 8824 7814.

Thanks

Thanks to Peter Coates, Anthony Coleiro, David Eyre, Antony Grage, John Scott and Keith White for their contributions to this newsletter.

WORLD'S GREATEST AIR RACE – the 1934 MacRobertson.

Over those years since 1934, much has been written about the air race from Mildenhall, England to Melbourne, Australia and its prominent participants.

The race is having its 75th anniversary this coming October, and, to commemorate the occasion, our newsletter for this month and for the months of September and October will each feature a story of one of the unsuccessful race entries which may or may not be known to you.

Story No. 1. The Harkness and Hillier Monoplane

... features racing entry number 43, which was nominated by the Air Race Australian Entry Ltd, Sydney, Australia. The aircraft being entered was a local project, to be designed and built by the combined efforts of T.D. Leech, a civil engineering and aeronautics lecturer at Sydney University, L.J.R. Jones, lecturer in aircraft construction at Sydney Technical College, and a former RAF pilot, D.T. Saville, who was to fly the aircraft in the race.

All three gave their time and knowledge freely to the project which was to be financed by public subscription, and remember our country was still economically in depression at this time when the Sydney basic wage was 67 shillings – 6 dollars 70 cents – per week. As well, all three project leaders worked on its design and construction, with an anticipated completion date of mid-March, 1934.....providing finance was available.

The proposed aircraft was basically a flying wing with twin booms, retractable undercarriage and a flared nacelle for the crew of two sitting side by side with access allowing for in-flight servicing, should it be required, to the two 150 h.p. Harkness Hornet engines mounted on their sides inside its wing. Due to delays with the Harkness engines, Cirrus Hermes engines were substituted.

Work commenced in late December 1933 in a shop basement in Ryde, Sydney, where Jones was responsible for its essentially all-metal construction assisted by university and technical college students. May Bradford, a well respected licenced commercial pilot and ground engineer, also worked on its construction. According to one report, she was to be Saville's co-pilot and engineer for the flight to and from England.

However, the mid-March completion date soon proved to be over-optimistic. Then, on 2nd April 1934, "Aircraft" magazine reported that "Following a hitch in the plans to finance the entry of the all-Australian plane, 'Sunny New South Wales',..... several well known flying people have gone into print to support the venture. These included "Smithy" as well as the President of the NSW Aero Club and the Hon. Secretary of the Australian Branch of the Royal Aeronautical Society. As further support for the project, experts agreed the aircraft, sometimes called "Speedjob", would have a reasonable chance of winning the race, which some felt it would complete in three days.

Finance was always going to be a problem. It had been reported that between £4000 and £5000 (\$8000 to \$10000) had already been spent, but another £2500

(\$5000) was needed.

On 9th May, the project was transferred to Grace Bros store in Broadway, Sydney, where the aircraft was to be completed publicly in the hope of receiving more subscriptions.

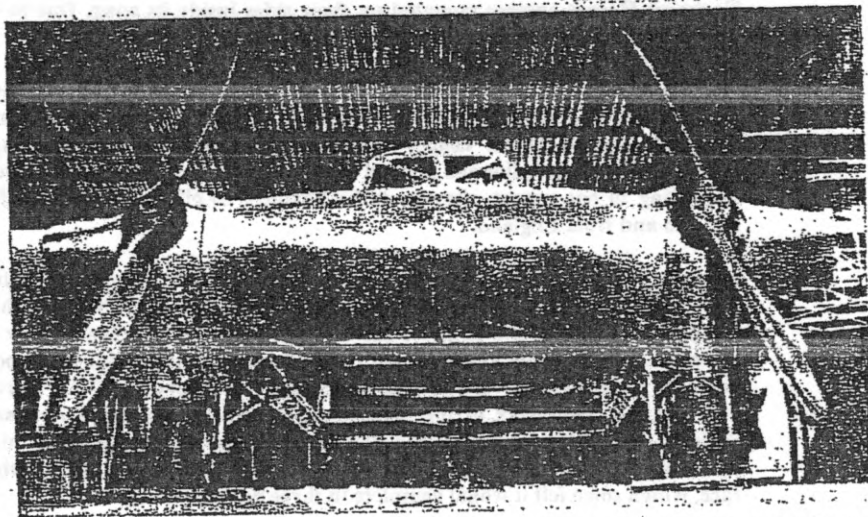
Technical problems slowed progress with its construction during June and July. Time was running out, and, following arrangements with the Tugan Aircraft Company, the project was moved to Mascot on 16th August for the expected completion under the supervision of Leech.

On 1st September, when the starboard wing failed a load test, it was realised that the aircraft would not be ready in time to fly to England for the race start on 20th October. Its entry was withdrawn and it was removed from Tugan and placed in storage to be completed later. However, when the race was over, the project was abandoned due to lack of interest and finance.

This result was most disappointing both to the dedicated people involved with the project and the broader view of our aviation industry generally.

Its two engines were returned to the makers, and the airframe was moved to a local engineering workshop, where, over time, it has been reduced to a small number of welded tubular structures. It is hoped that these pieces will be available for an appropriate display in the coming months.

Next month's newsletter will feature: racing entry number 46, Jacqueline Cochran's Grauville Brothers R6H aircraft, with its 675 h.p. engine.



ALL AUSTRALIAN: The Harkness & Hiller monoplane shown here under construction at Mascot Aerodrome, Sydney.. It seems improbable that this machine will race.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Death Of The Aerial League - And The Birth Of Qantas. Part 4.

One of the sources consulted for this series of *Loops and Landings* was Arthur Butler's *Flying Start, The History of the First Five Decades of Civil Aviation in Australia*, which was published in 1971. In his history Arthur makes no reference to *The Aerial League of Australia*, and confines George Augustine Taylor to just one mangled mention. In the Prologue to his book Arthur wrote: "Before the turn of the century and for several years after, Lawrence Hargreave (sic) built numerous flying models and kites. He also built and flew a glider during this same period, as did his friend G. Taylor, a Sydney publisher. Mr Colin Defries is credited with making the first powered flight in this country when he flew approximately 155 yards at Victoria Park Racecourse, Sydney, on 9th December 1909." George Augustine Taylor would have been apoplectic if he had still been alive when the book was published. Not only had Arthur misspelt Hargrave's name, and failed to acknowledge that it was he, Taylor, who was first to "soar through Australian air", but he had also added 40 yards to the flight of Colin Defries, which Taylor claimed had never occurred. But there was another time, fifty years earlier, when he really did suffer apoplexy as a result of the writings of C. A. Butler.

On September 29, 1921, George Augustine Taylor sat in his office at 20 Loftus Street and composed a letter to George Hooper who was then the Curator at the Technological Museum in Ultimo. Taylor wrote: "I have been thinking over the matter of encouraging visits to the Technological Museum, and will shortly make an announcement of donating five guineas (£5/5/-) for letters from technical students of the State on what they consider the best engineering exhibit in your museum, you to be the judge; the prizes to be, first prize £3/3/- and two other prizes of £1/1/- each." George Taylor insisted that acceptance of entries be kept open through the coming Christmas and Easter holidays to allow students living in the country the opportunity of competing. After a long wait, only two entries were received.

The first entry was from a student who chose as his favourite exhibit the museum's working model of the Strasburg astronomical clock. It was agreed by Taylor and Hooper that this entry should receive the first prize. The second entry was from a young apprentice, submitted to the Curator with an attached letter dated April 28, 1922, which read: "Dear Sir, Having visited the museum and viewed the exhibits, I have written a description of the Hargraves (sic) models which I submit to you with this letter, I am, Yours faithfully, C. A. Butler." Arthur's submission was titled, *The Hargraves Models*, and consisted of two pages of immaculate, copperplate hand writing. Although Taylor had appointed George Hooper the judge for the competition, it was natural that any essay on Lawrence Hargrave would come under close scrutiny by him. The fact that the name Hargrave was misspelt seems to have enraged George Augustine Taylor. Armed with a 4B pencil Taylor then proceeded to deface the essay by gratuitously correcting spelling, grammar and any comment that strayed from the strict Taylor doctrine on Lawrence Hargrave. Finally Taylor scrawled across the title page in large letters, **WRETCHED, AND 19 YEARS OF AGE!** There was no way that Taylor was going to award that entry second or third prize. This caused some embarrassment on the part of the appointed judge who finally convinced Taylor that fair treatment required that C. A. Butler should receive second prize. With his essay so grossly disfigured, it was never returned to Arthur Butler, and it is preserved today in the archives of the Powerhouse Museum.

There is an uplifting sequel to the foregoing in, *Flight, Memoirs 1912 - 1958*, by Arthur Butler which was published in 2008. In his memoirs Arthur is frank about his dyslexia and his early difficulty with reading and writing. He describes how, at the age of 12, his mother withdrew him from the Coerwull School at Lithgow because of the unsympathetic headmaster who continually punished him for misspelling words. Arthur also wrote about his entry in George Augustine Taylor's competition. At the time he had lost his job with *The Australian Aircraft and Engineering Company Ltd* and was

broke. He had been offered a job with *Larkin Aircraft Supply Company* in Melbourne, but could not afford the train fare. In a state of desperation he contemplated betting his last few shillings at the race track and needed a newspaper to select a horse. In his memoirs he wrote: "Desperate and determined I returned to my lodgings near by, to borrow a newspaper from my landlady. While I was scanning the paper for a potential winner, the post arrived with a letter which informed me that I had won a prize in an essay competition for Sydney Technical College students on any subject the competitor considered to be the best exhibit in the Technological Museum. The reward for my composition on the Hargraves (sic) models was twofold; apart from the prize donated by Mr Taylor, the proprietor of the Sydney newspaper *Building*, which had relieved my worry about the train fare to Melbourne, I had received proof that years of hard work, to overcome my dyslexic disability, had not been in vain." How fortunate it was that Arthur never did have any direct contact with the irascible George Augustine Taylor. Fate works in mysterious ways. Witness what that *Wretched Youth* achieved in just ten years after the submission of his essay, let alone the remainder of his long and distinguished career in civil aviation. It was of no consequence that Arthur Butler never did get to spell the name *Hargrave* correctly.

During late 1918, George Augustine Taylor had done his best to clip the wings of another budding aviation visionary, Reginald Lloyd. Lloyd's vision was nothing less than the creation of Australia's first overseas airline. But this vision was denounced in Taylor's publications and at an extraordinary meeting of the Aerial League. It would have been characteristic of Taylor to ensure that his concerns about Lloyd's company were also brought to the notice of the relevant politicians, particularly the Postmaster General, the Hon. William Webster - not that he needed much convincing that the regular carriage of mail by air was not a good idea. At the time, the most influential Australian politician was the Prime Minister, Billy Hughes, but he was out of the country. He had sailed from Sydney for the UK on April 26, 1918, to attend meetings of the Imperial War Cabinet and the Imperial War Conference. He did not return to Australia until August, 1919, after the signing of the Treaty of Versailles.

In the meantime Reginald Lloyd was doing his homework. He had travelled to England in the latter half of 1918 to consult with Frederick Handley Page. During WWI, Handley Page was the leader in producing large bomber aircraft, the range and load capacity of which were well suited to conversion for commercial peacetime operations. Lloyd based his planning on the use of the H.P.12. 0/400 type for the Sydney - London route. During July 1918, Brigadier - General A. E. Borton and Major A. S. C. MacLaren demonstrated its potential by flying an 0/400 from England to Palestine. An Australian connection was soon established when the aircraft was flown on to Ramleh by Borton, where it was handed over to No 1 Sqn Australian Flying Corps. Lloyd returned to Australia in October to continue his planning and promotion, which was, for the first time in Australia, engaging public interest in the real prospect of international air travel. Lloyd's credibility was further enhanced when news came through that, on November 15, an H.P. V/1500 aircraft had taken off from Cricklewood airfield in England with 40 passengers onboard. During the flight the aircraft reached a height of 6500 ft. However, it was the decision by General Borton to fly the 0/400 out to India with the Australian crew of Ross Smith, Jim Bennett and Wally Shiers that really caught the public interest. The aircraft left Cairo on November 29, and finally arrived at Calcutta on December 10, 1918.

Thus it was incredible that, in the absence of Hughes, the Federal Government made the announcement on December 31, 1918, not to grant registration of *Aerial Services Ltd*. The Assistant Secretary of the Treasury said that the proposal had been fully considered and a decision had been made after consultation with the British Government. When questioned, the Hon. William Webster said: "Aerial services were only suited to densely populated countries, and Australia would be the last country to require them."

Reginald Lloyd was stunned. He could only say: "I am mystified by the decision and consider that it reflects an inadequate grasp of the subject by some minor official of Treasury." For George Augustine Taylor it must have seemed a Pyrrhic Victory because he had lost *The Aerial League of Australia* in the battle. It was also obvious that the negative stance of the government must soon change if Australia was to join the rest of the world to welcome the dawn of civil aviation.. **John Scott.**

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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Southern Skies

The Newsletter of AHSA (NSW) Inc

September 2009 No.432

September Meeting

The September meeting will be held at the Powerhouse Museum on Wednesday 2nd September 2009, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer. Visitors are most welcome and supper will be available after the meeting.

The guest speaker for the meeting will be Dr Ron Houghton DFC, BSc (Hons) MSc, PhD, FRAeS, FRGS, FRMS, whose topic will be

The Handley Page Halifax – the good and the bad

Although often overshadowed by the Avro Lancaster, the Handley Page Halifax was arguably the RAF's second most important bomber in World War II. The H.P.57 Halifax came into being as a redesign of the twin-Vulture engined H.P.56 when it became apparent that the Vulture would be unsatisfactory. The H.P.57 was a much larger design, drawn up around four Rolls-Royce Merlin engines and the first of two prototypes first flew on 24th September 1939.

Deliveries of the Halifax Mk1 to No.35 Squadron began in November 1940, followed by various Series of this Mark. It was followed by the Mk2, along with its variants, which incorporated up-rated Merlin XX engines. The Mk3, which appeared in 1943, replaced the Merlin engines with Bristol Hercules radial engines.

In addition to it being a heavy bomber, the Halifax served in other roles, including agent-dropping and radar countermeasures. After the War, Halifaxes remained in service with Coastal and Transport Commands, the last flight being made by a Coastal Command GR Mk VI in March 1952.

Ron Houghton joined the RAAF Reserve in 1941 and enlisted full-time in the RAAF in 1942. He initially trained at Temora on Tiger Moths and later at Uranquinty on Wirraways. On posting to Great Britain, he trained on Oxfords followed by Wellingtons and then on to Halifax Mk 3 aircraft, in which he completed a tour of 33 operations over enemy territory. He later flew Hurricanes and Spitfires in Fighter Command.

Following the War, Ron commenced studying Aeronautical Engineering at the University of Sydney, however after one year, deferred his academic training and embarked on a flying career with Qantas, which lasted for 36 years. In this talk though, Ron will focus on HP Halifax operations – the aircraft's good points and its bad ones too.

Committee Meeting

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

August Meeting

Prior to the presentation by our Guest Speaker, author of *Southern Cross Mustangs* (see August issue of *Southern Skies*), David Muir, gave a short talk on his recently released book.

A large group of members and visitors were in attendance to hear Guest Speaker, Ron Watts, who is the NSW State Representative for the Mission Aviation Fellowship (MAF). Ron gave a most entertaining and in-depth history of the MAF in Australia and Papua New Guinea.

The MAF in Australia was founded some 62 years ago after WWII when Christian airmen desired to use their aviation skills to serve God, the Church and those in need in remote places. A group of Australian airmen studying at the Melbourne Bible Institute caught the vision of using their post-war aviation skills and in June 1947 Australian Missionary Aviation Fellowship was formed.

In April 1951 pilot Harry Hartwig, and engineer/pilot Bob Hutchins commenced operations at Madang in Papua New Guinea with an Auster Autocar, VH-KAN, on behalf of the Lutheran Church. Unfortunately the aircraft crashed some three months later, killing the pilot, Harry Hartwig. With the help of MAF USA, a Cessna 170 was purchased as a replacement, and was later supplemented with a Piper Pacer based at the Wirui airstrip, near Wewak. The next base opened up was at Banz, in the Wahgi Valley in the central highlands, and where the well-known Cessna 170 VH-BUX was based. Ron identified many places in PNG that MAF

aircraft visited, including Wapenamunda, Anguganak, Mt Hagen, Port Moresby, Banz and Mendi.

In 1961, MAF established an engineering base at Ballarat, Victoria and operated there until 2003 when it was relocated to Mareeba, Queensland.

MAF operations commenced in 1973 at Elcho Island, Arnhem Land, Northern Territory and relocated to Gove in 1980. Following the demise of Connair and the short-lived Northern Airlines, MAF took on the Regular Public Transport (RPT) role operating under a Reg.203 exemption. These services lasted some 26 years, initially utilising Cessna 207s and later Cessna 402s and a Cessna Caravan. MAF has worked closely with Gippsland Aviation in developing the Gippsland GA-8 Airvan, which has replaced many of the single engine Cessnas operated by MAF.

The third major area of operation of MAF Australia has been in Central Australia, with a base at Alice Springs, where Ron operated for several years. In 1982, the Ngaanyatjarra people requested MAF to operate air services on their behalf; aircraft were owned by Aboriginal communities, and operated by MAF. Initially Cessna 206s were utilised, but later Cessna 210s, including several pressurised versions, and Cessna Grand Caravans were used. For some time, a Pilatus PC-12 was used on a scheduled service from Alice Springs to Kalgoorlie and Perth. In 2003, by mutual agreement, Aboriginal Air Services took over their own affairs to operate the Central Australia air service, and MAF withdrew from the Alice Springs base.

MAF Australia relocated its Head Office to Cairns in 2003, although it does retain a flight and engineering training facility at Coldstream, Victoria in a joint venture with the Bible College of Victoria and Wycliffe Bible Translators.

It is also noteworthy that MAF aircraft have featured prominently in aid and rescue operations in Banda Aceh, Indonesia, East Timor, West Irian, Bangladesh and Cambodia. Ron's talk was accompanied by a vast range of images of aircraft, people and the environment in which MAF has and still operates.

Supplementing Ron's was a vast collection of historic and most interesting images, featuring aircraft, staff, the communities that are and have been served and the environments in which MAF operates.

In conclusion, Ron listed an Honour Roll of MAF pilots who have perished in accidents during the course of their duties in MAF.

Early Birds

Members of The Early Birds Association of Australia are reminded of the open invitation to attend AHSA (NSW) meetings. With the proposed

winding-up of Early Birds at the end of this year, members and friends of the Association have the opportunity join AHSA (NSW) or one of the other AHSA divisions in Melbourne or Brisbane. Details of joining AHSA will be included in our December Newsletter.

Internet Snippets

Committee Member, Peter Coates, has amassed a wide range of aviation-related internet sources that might be of interest to members. Such sources include information of civil and military news and events, aircraft images and links to special articles. If you would like to be included on Peter's mailing list, then contact him at peter_coates@optusnet.com.au.

AHSA meetings

Melbourne

Meetings are held on the fourth Wednesday of the month, usually at the East Malvern RSL, Stanley Cross Avenue East Malvern. Meetings start at 7.30pm in the Lady Bowlers' room downstairs. Contact Antony Grage, mob: 0418 170 395.

August Meeting: Wednesday 26th August; The John Duigan Memorial Lecture: Dr Gwynne Duigan and Terry Egan: "John Duigan, the first Australia-built, and the replica Duigan aircraft project." Special Venue: Royal Victorian Aero Club, Moorabbin Airport; call Antony Grage for further details.

September Meeting: Wednesday 23rd September; competition and sale night – aircraft recognition competition, aviation trivia quiz, and members' book sale. East Malvern RSL.

October Meeting: Wednesday 28th October: Bruce Hearn, Vice-President Australian Gliding Museum – "George Augustine Taylor and his Glider – the first heavier than air flight at Narrabeen NSW on 5th December 1909". East Malvern RSL.

Brisbane

Meetings are usually held on the last Friday of each month on the ground floor of the President's Room, Airline Academy of Australia, Archerfield, at 7.15pm for a 7.30pm start. Visitors welcome; contact Bob Livingstone, mobile 0414 710 519.

August Meeting: Thursday 27th August (note change of date): Bob Livingstone (Chairman, AHSA Queensland) "Army Daze – Vietnam 1969-70". Bob will talk about his time in the Australian Army in Vietnam and present colour slides of the period and the place, the majority of it being of the aircraft he photographed in his travels almost 40 years ago.

1934 MacRobertson Air Race

This October commemorates the 75th anniversary of the 1934 MacRobertson Air Race. The second

instalment in the three-part series prepared by AHSA (NSW) members Anthony Coleiro and Keith White follows in this newsletter.

Coin Issue

The Perth Mint has issued a One Dollar coin as legal tender for Tuvalu, commemorating the Centenary of Australia's first flight of a heavier-than-air aircraft. The first page of *Downies Money* magazine is reproduced overleaf.

Vale George Roberts

All readers will be sad to hear that George Roberts passed away on 24th August 2009 at St Vincent's Hospital Sydney.

George would have been 100 years of age on 27 December this year. He joined Qantas in 1936 in Brisbane and retired in 1970 in Sydney. For almost the next 40 years he volunteered with a group of former employees as part of Qantas Historical Society and later Qantas Heritage Collection.

Calendar of Events

29-30 August 2009 Festival of Flight 2009. Watts Bridge Qld

5 September 2009 Lunch with the Tiger Moths. Luskintyre NSW

5-6 September 2009 Temora Aviation Museum Flying Days. Temora NSW

19-20 September 2009 AAAA Chipmunk Rally. Tocumwal NSW

26 September 2009 RAAF Air Display "The Strand", Townsville, Qld, featuring the USAF Thunderbirds display team.

27 September 2009 RAAF Base Townsville Open Day, Townsville Qld

7 October 2009 AHSA (NSW) Members' Night - Powerhouse Museum Ultimo

4 November 2009 AHSA (NSW) Arthur Butler Memorial Lecture - Guest Speaker John Ulm.

14-15 November 2009 Sydney Aviation Memorabilia and Model Show. Bankstown Airport NSW

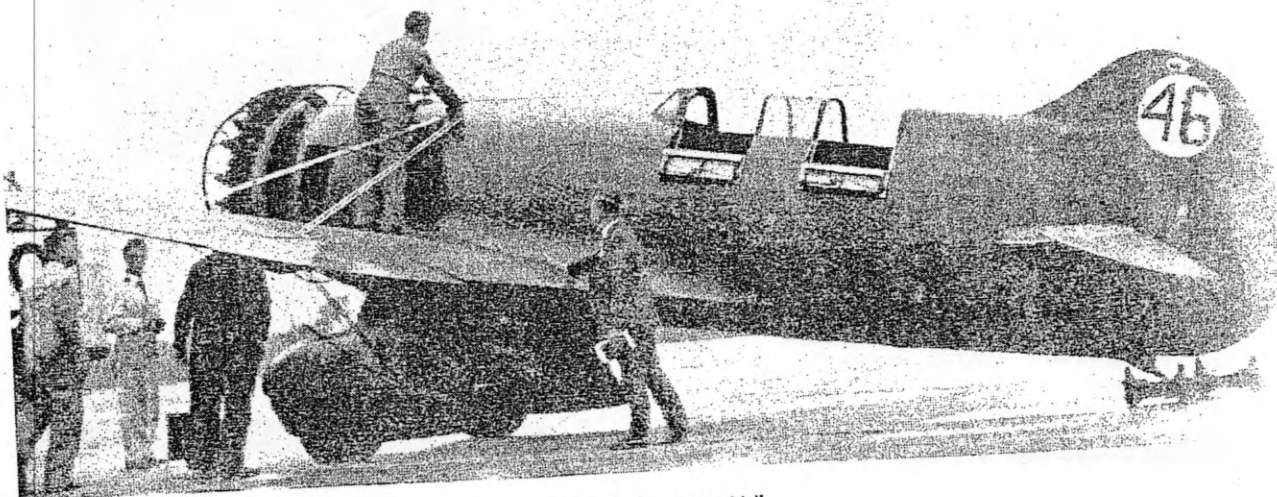
Contributions and Contacts

News items, other contributions, or requests for information etc for inclusion in the newsletter can be sent to AHSA (NSW) at P.O. Box K346, Haymarket NSW 1238 or to Warwick Bigsworth, E-mail (madsen2010@optusnet.com.au) or (02) 8824 7814.

Thanks

Thanks to Peter Coates, Anthony Coleiro, Antony Graze, John Scott and Keith White for their contributions to this newsletter.

The Granville Bros R6H aircraft flown by Jacqueline Cochran and Wesley Smith - as depicted in *Aviation Heritage Vol. 24 No's. 1 & 2, 1984*. See story following.



The Granville minus its cowling at Mildenhall. Its crew nicknamed it the "Heebiegeebee".



DOWNIES

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August 2009

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DEMAND SET TO SOAR SKY HIGH!

Skilfully designed, and instantly eye-catching struck to immaculate Proof quality by the Perth Mint, this new \$1 marks the centenary of one of the most important moments in aviation history – the first flight in a 'heavier-than-air' craft in Australia!

Honouring a key player in Australia's rich tradition of aviation development, this legal tender coin celebrates George Taylor – the man who designed, built and then flew a heavier-than-air craft in December 1909. Others may have taken to the skies in lighter-than-air machines and balloons, but when Taylor flew his man-carrying glider some 100 metres at Narrabeen Beach in NSW, he became

the first Australian to achieve 'free flight' in a heavier-than-air vehicle.

Bearing a fine portrait of Taylor upon its 40mm flan, as well as a beautifully detailed motif of his glider, this commanding .999 silver coin is a worthy tribute to a key moment in Australian history. Indeed, given the distinctively Australian, deeply historic nature of this coin, demand may well soar to the same heady heights of many recent Silver Proofs commemorating Australia and its icons. The 2004 Cobb & Co Silver \$1 (issued A\$67.50, trades A\$250) and 2006 Red Back Silver \$1 (issued A\$79.95, trades A\$700+) are two of many examples.

Guaranteeing a sell-out, with aviation being one of the strongest collector fields, the mintage of this imposing commemorative has been restricted to just 5,000. Secure your piece of Aussie history at Official Issue Price!

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Photographs used in the coin design courtesy of the National Library of Australia: Portrait of George A. Taylor (nla.pic-an24152004); George Taylor flying at Narrabeen, N.S.W., 1909 (nla.pic-an24152644)

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WORLD'S GREATEST AIR RACE – the 1934 MacRobertson (cont).

Story No. 2. Granville Bros. R6H

This story has been based mainly on Jacqueline Cochran's first autobiography published in 1954. However, since finishing the story, we have uncovered a second autobiography, written before she died in 1980 and published in 1987 with Maryann Bucknum Brinley as co-author, as well as other publications containing stories contradictory to what she wrote in her autobiography. Due to the time factor involved with additional research, which would be too lengthy to detail in this story, we have decided to print our story based on Cochran's first book, and recommend further reading of the other references, details of which will be listed in the acknowledgements to be published at the end of next month's Story No. 3.

Continuing with this second in the series of three stories about the 1934 MacRobertson Air Race, you may recall that, of the 64 entries received by the Melbourne Race Committee for the Mildenhall, England to Melbourne, Australia Air Race, 18 came from the U.S.A. However, only 3 of these started in the race. This month's story is about one of the three - racing entry number 46, originally nominated by Clyde Pangborn, who withdrew his entry, which was taken up subsequently by Jacqueline Cochran (see below).

In the first story of this England to Australia commemorative trilogy, we looked at an innovative aircraft specifically designed for the race but which never left the ground. For this second story, we will look at an aircraft and crew which started the race but failed to finish. The aircraft was the Granville Brothers R6H Q.E.D. (Quod Erat Demonstrandum – remember your school maths? – So It Is Proven! or, as described by its designers, “Quite Easily Done”) and the crew was Jacqueline Cochran and her co-pilot, Wesley Smith, whom she described as “the best instrument pilot around”.

Unlike “Sunny New South Wales” (last month's Story no.1), the Q.E.D. was not specifically designed for the race. In fact, the Granville Brothers (Gee Bee), of Springfield, Mass. U.S.A., designed the R6H as a commercial development of their Gee Bee racing designs that would be capable of long range and high speed – it had a Pratt and Whitney “Hornet” 675 h.p. engine. Designed to meet commercial rather than racing standards, it was, in fact, only a partial breakaway from their earlier racers.

Q.E.D. was first entered in the race by Clyde Pangborn, but he had a dilemma. Although the building of Q.E.D. was almost complete, problems in the Gee Bee factory due to the death of Zantford Granville, the eldest brother, meant there was a possibility that the aircraft may not be ready to transport to England in time for the race start on 20th October, 1934. Also, and particularly because of his experience in flying over oceans, he had an offer to be co-pilot in a Boeing 247D passenger aircraft (race number 5) flown by Roscoe Turner, who did not have over water experience. Pangborn's dilemma - does he wait for Q.E.D. hoping it will be ready in time or does he fly with Turner? He withdrew Q.E.D. from the event and joined Turner.

Meanwhile, Cochran had nominated a Northrop 2 P.L.C.M. Gamma monoplane (race number 30), to be flown with two co-pilots, Wesley Smith and Royal Leonard, each flying half of the way. She had it built to her specifications, which included a specially designed supercharger, additional fuel tanks and a liquid-cooled Curtis-Wright Conqueror engine. However, only days before the aircraft was due to be shipped to England, the supercharger failed, causing a crash landing, which severely damaged the aircraft. It was out of the race.

Fortunately for Cochran, she had heard that Q.E.D. was available again. She contacted Gee Bee, to whom she was known as she had approached them earlier before deciding on the

Gamma. Sight unseen, she agreed to buy Q.E.D. if it were flown to New York, which it was, but it lacked some specific instrumentation. Cochran arranged for Smith and Leonard to take some of the sophisticated equipment such as landing lights, flares, radio equipment from her Northrop to be installed in Q.E.D. during its shipment to Southampton, England. Granville Brothers even sent mechanics on the ship hoping to complete the aircraft whilst at sea.

Q.E.D. arrived in England just days before the start of the race, leaving its crew little time to become familiar with it. Cochran claims she never saw Q.E.D. "until I arrived at the airport near Southampton to fly it to the field where the race would commence".

With such a hurried timetable, things were bound to go wrong, and they did. An aircraft quickly assembled and a crew with very little experience with its handling were prime ingredients for trouble. -

Cochran and Smith flew Q.E.D. for the first time from Southampton to Mildenhall, a distance of approx 130 miles, and made a particularly bad landing, so much so that she thought the aircraft had been damaged. On close inspection, the aircraft did not suffer any breakage. The problem was the flap system. The ailerons became ineffective with the flaps lowered causing the wing to stall near the ground on landing so as to just simply drop onto the ground. This was not going to be an easy aircraft to fly.

On race day, they took off behind the Dutch KLM team flying the DC-2 "Uiver". Spectators claimed the sounds of Q.E.D.'s engine and propeller were like horrible screeching noises as it accelerated on its take-off run. It was an alarming sight.

From Mildenhall, Cochran flew direct to Bucharest, Romania, some 1350 miles away. Flying mostly out of sight of the ground due to thick cloud, and estimating they were near Bucharest, Cochran descended on instruments through the cloud to confirm their position.

Soon after, problems occurred when switching fuel tanks and the aircraft lost power. Both pilots prepared to bail out, but Cochran's canopy would not open, "so Smith did not leave the plane." She continued playing with the fuel selectors, found they had been reverse labelled and the engine worked again.

They had selected a field for landing, but, as the flaps were wound down, the aircraft was thrown off balance. The flaps on one side had jammed in the up position; a flapless landing would have to be made. The landing took up every inch of the selected field, and badly damaged the aircraft's undercarriage.

For the second time, her aircraft was out of the air race. One report suggested it was probably a relief for the two pilots. Cochran immediately left Bucharest for Paris, and Smith stayed to have the aircraft repaired and returned to the U.S.A. She never flew Q.E.D. again. Quoting from her autobiography, "The Australian race was a tragedy of errors." Excluding the cost of the plane, it cost her about \$US20000 (£A5000 at the exchange rate of the day).

A year later, the aircraft was sold to the Mexican Government. Captain Sarabia – the Mexican Lindberg – used it to make a record flight from Mexico City to Washington D.C. U.S.A. A few days later, on his take-off from Washington for a record attempt back, the plane dived into the Potomac just beyond the end of the field, killing Sarabia. As Cochran wrote in her autobiography, "I was one of the few owners of a 'Gee Bee' who didn't lose his life in it. They were squatty, fast and unstable."

.....///.....
Next month's newsletter will feature: racing entry number 35, Ray Parer's Fairey Fox Mk 1.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Death Of The Aerial League - And The Birth Of Qantas. Part 5.

It was time to gloat. On Tuesday January 7, 1919, one week after the Assistant Secretary to the Federal Treasury had informed Reginald Lloyd that: "authority cannot be granted for the establishment by private persons or companies of schemes such as the one under notice," a long letter to the editor appeared in *The Sydney Morning Herald*. The correspondent was George Augustine Taylor.

The letter so closely reflects previous comments from the Postmaster General, and the the Assistant Secretary to the Treasury, it is probable that the duo had been firing bullets supplied by George Augustine Taylor himself. The letter commenced: "Sir, - The Federal Government has wisely refused registration to a private company for Aerial exploitation." Taylor then repeated the libellous diatribe against Reginald Lloyd that had first appeared in *The Soldier* on October 11, 1918. He continued: "I consider that no private syndicate should be permitted to exploit the air in Australia for commercial purposes. In refusing to register any such company, the Federal Government is not only wise as regards Australia, but also as regards would - be investors in such companies. Mail carrying - aerial and terrestrial - should be kept strictly reserved for Government." After reminding readers that, in 1909, it was he who: "had the honour of forming aerial leagues throughout the Commonwealth to direct the Federal Government's attention to the necessity for aviation being encouraged for defence purposes," he concluded: "Aviation in Australia should be held absolutely under Government control. No private syndicate should be allowed any aerial rights whatever; in fact, it should be made prohibitive for any aeroplane or any aerial machine to be flown over Australia unless it is controlled by the Government. Just as individuals are today prevented from trespassing on or observing and noting defence arrangements, so any such opportunities from the air should be strictly prohibited; hence a system of naval and military police should be immediately established, and the Australian air defended from intrusion by any foreign or private air machine. I am etc. George A. Taylor."

It was evident that legislation to govern air navigation in Australia was an urgent requirement, but not in the authoritarian and restrictive form Taylor proposed. Fortunately, his satisfaction with what he thought was the convergence of the Government's view with his own was short lived. If Taylor's vision had prevailed, then Qantas would never have been conceived, let alone born. But it soon became obvious that the decision to refuse registration of Lloyd's company had not been referred to the Australian cabinet in any detail. When interviewed, the Acting Prime Minister, William Watt, said that he was unaware that *Aerial Services Ltd* had been refused registration, and he would look into the matter.

The absence of Prime Minister Hughes in the UK was making it difficult for the Government to develop the policies required to cope with the foreshadowed changes about to overtake Australia in the post war world. In particular, civil aviation was a new phenomenon, with the potential to cause dramatic changes in the fields of travel and communications, and as yet there were few guidelines to the way forward. Geoffrey Serle's biography of William Watt gives a clue to the difficulty Watt faced during this period: "Hughes, in England, had often taken initiatives without consultation. Watt, however, was also tactless and inconsiderate, and their acerbic exchanges in often delayed ciphered cables inevitably led to friction." During this political environment in Australia it is not surprising that the importance of future planning for the introduction of civil aviation to Australia was not high on the priority list of our politicians. But evidence was mounting abroad that the British Empire, including Australia, was soon to be involved in dramatic demonstrations of the future potential for international air travel.

On December 13, 1918, just three days after General Borton and Ross Smith arrived in Calcutta in their Handley Page 0/400, the third prototype Handley Page HP 15, V/1500 took off from Martlesham Heath in Suffolk on the first direct flight between England and India. It arrived in Karachi on

January 16, 1919, before flying on to Delhi. The arrival of the HP V/1500 gave some impetus to Borton's ambition, supported enthusiastically by his Australian crew, to be the first to complete an air voyage all the way from England to Australia. The Air Ministry acceded to Borton's request to continue. In his preliminary planning, Reginald Lloyd had foreseen the problem that now confronted Borton. The funds raised to float *Aerial Services Ltd* were dedicated to the cost of surveying landing sites, particularly along the section of the route between Australia and India. He planned to raise additional funds in the UK, after the landing sites had been secured, to purchase aircraft to operate the Sydney - London service. It was this lack of information about landing sites between Calcutta and Sydney that also prevented General Borton from immediately pressing on to Australia.

When interviewed in Melbourne on New Year's Day about the Government's refusal to register his company, Reginald Lloyd said that: "The promoters of the European and Indian flights, about which much has been heard lately, have asked us to co-operate with them, and have suggested that we should arrange landing-places throughout Australia, the Dutch East Indies, Singapore and Rangoon, connecting with their survey at Calcutta." Back in Calcutta, General Borton was negotiating with the Indian Government for his use of the paddlewheel steamer, *RMIS Sphinx*, to commence a survey in the opposite direction by sailing down the coasts of Burma, Siam and Malaya to Singapore.

Pioneering flights between England and all the nations of Empire were now being planned in earnest. A report from Cape Town, on January 7, stated that Captain Shortridge had arrived there to make arrangements for a trial flight with the latest Handley Page long-distance aeroplane. First it was necessary to complete a survey of landing places between London and Cape Town. On the same day the local papers carried a London interview with George Holt Thomas, a director of the *Aircraft Manufacturing Company* (Airco). Holt Thomas said: "The air journey to Australia can now be done at a speed of 100 miles an hour, including stoppages. The speed for a world journey would soon be 130 miles per hour. A single airman would not fly to New South Wales, but would fly to Paris, where he would find a machine with another airman waiting. In five minutes the mail receptacle will be transferred and away it would fly on a trip of 300 miles, which was sufficient for any pilot." he also commented: "It is likely that a party of Australian flying men will make an attempt to win *The Daily Mail* £10000 prize for a transatlantic flight." At this time a number of Australian airmen, waiting in the UK to be repatriated, were also canvassing the possibility of acquiring aircraft for a more rapid return home by air. Then, in January, a French aviator, Jules Vedrines, contacted the Australian Government asking for details of flying conditions and landing fields for his planned flight from Paris to Melbourne. There was no shortage in Australia of nationalism, and pride in Empire. The prospect of a Frenchman being the first to link this far flung member of the Empire to Europe, by air, was hardly to be contemplated.

To inform himself, William Watt had only to consult the qualified experts on aviation matters already employed by the Government. Colonel Reynolds was of the opinion that there was not the slightest doubt commercial aviation would come to Australia and that it would come soon: "The assistance of influential public spirited citizens in Australasia is urgently needed to commence and develop a scheme for linking up main centres of population by means of a system of aerodromes, hangars and landing stations." Major - General Legge would advise that: "it is altogether to the interest of the Government to assist civilian flying." The conflict between Gordon Legge and Edgar Reynolds on one hand, and the Postmaster General on the other, was the subject of a poem published in *Sea, Land and Air*, a verse from which follows:-

"Insubordination foul !"
Then shall William Webster howl,
"Shall mere soldiers dare defy
My immense authority ?
When I say the eagle's way
Is not for us, who'll answer nay ?"

Just two days after publication of Taylor's triumphant letter to the editor of *The Sydney Morning Herald*, William Watt met with Reginald Lloyd in Melbourne. Watt immediately sanctioned the registration of *Aerial Services Ltd*, and it was registered in Sydney on January 16, 1919. **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

October 2009 No.433

October Meeting

The October meeting will be held at the Powerhouse Museum on Wednesday 7th October 2009, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer. Visitors are most welcome and supper will be available after the meeting.

The theme of the meeting will be a Members' Night, with three of our members providing a short talk on their special interest or background in aviation.

For many years, Keith White has been researching the life and times of Sydney dentist, William Ewart Hart. On 3rd December 1911, Hart became the first person to receive an Aviator's Certificate from the Aerial League of Australia. Keith will relate some of the interesting findings about Hart and his aviation adventures.

Eric Favelle has had a long career in the maintenance of heavy transport aircraft; firstly with Qantas and in more recent years with the Historic Aircraft Restoration Society. Eric has been very involved with the Society's Super Constellation and is also participating in the restoration of the DC-4, which is currently being prepared for delivery from Archerfield, and the Convair 340, which is in Tucson, Arizona USA.

Peter Coates, a former air traffic controller in both civil and military environments, spent many years at Bankstown and Camden airports. Since 1980, General Aviation Aerodrome Procedures (GAAP) have been the mode of operation, but as a result of a recent study by CASA, this is about to change. Peter will discuss the issues about GAAP and how the changes will affect operations.

Please join us for another entertaining evening of aviation history.

September Meeting

The guest speaker for the meeting was Ron Houghton DFC, BSc (Hons) MSc, PhD, FRAeS, FRGS, FRMS, whose topic was the Handley Page Halifax, an aircraft type which he flew during World War II.

The Handley Page Halifax came into being as a redesign of the twin-Vulture engined H.P.56 when it became apparent that the Vulture would be unsatisfactory. The H.P.57 Halifax was a larger design, with four Rolls-Royce Merlin engines. The need for a heavy bomber had come about as a result of the assessment by Wing Commander Sir Arthur Harris of the benefits of such an aircraft to inflict maximum damage and casualties, which he had observed during colonial uprisings and in the Spanish Civil War, prior to World War II. However, the Ministry insisted on many counter-productive

specifications such as the ability to operate above 20,000 feet, have dive-bomber capabilities and have a wing span not exceeding 100 feet (so as to fit into existing hangars).

The Mark I and Mark II aircraft were fitted with RR Merlin engines and the various Series within indicated various engine, armament and airframe enhancements. The Mark III and subsequent Mark Halifaxes were powered by four Bristol Hercules XVI radial engines, with the Mark III being the most numerous variant of which some 2,091 were built.

The aircraft were constructed in sections and assembled at the Handley Page factory at Cricklewood, London. Sub-contractors included English Electric, Fairey, Rootes Motors and London Aircraft Production Group as well as the parent company.

It could carry a bomb load of up to 16,000lb, a figure that Ron claimed was often challenged by Lancaster pilots. The aircraft had 17 self-sealing fuel tanks which could be filled with nitrogen to minimise fire-risk.

Ron was only 19 years old when he first flew the Halifax. He recounted numerous anecdotes about his wartime experiences and provided a comprehensive series of images of Halifax systems, technical drawings, development of the aircraft, aerodynamic improvements, crew operating positions, bomb loads and much, much more. He recalled various near-misses from bombs dropped by aircraft above and engine losses over the North Sea, as well as preparations for D-Day.

The Halifax was more versatile than the Lancaster; it was used for maritime patrol, unarmed transport, paratroop transport and as a glider tow. Following the War, a number of Halifaxes were converted for civil use as a passenger or freight aircraft, and another 12 were re-worked into 10 passenger transports for British Overseas Airways Corporation, and known as the Handley Page Halton.

We are indebted to Ron for his research and presentation about this most interesting aircraft.

AHSA Closer Co-operation

The following is an edited extract from an article written by Antony Grage in the AHSA Newsletter:

In recent months, the AHSA committees in Sydney and Melbourne have agreed that it would be desirable to adopt closer co-operation between the two bodies, so that AHSA is seen to be truly national.

Members of AHSA (NSW) pay an annual subscription of \$25, for which they get 11 issues of the monthly newsletter *Southern Skies* including an historical

insert *Loops & Landings*, but do not receive the AHSA Inc quarterly journal *Aviation Heritage*. Members of AHSA Inc pay a subscription of \$55 for which they get *Aviation Heritage* and *AHSA Newsletter* quarterly by post.

As part of this closer co-operation, AHSA (NSW) Inc members will be offered the option of paying \$55 subscription to receive *Aviation Heritage* and *AHSA Newsletter*, as well as *Southern Skies*, or they can continue to pay \$25 and only receive the latter. This option will be only available to existing members of AHSA (NSW) Inc.

Any AHSA Inc members, particularly those living in NSW, are welcome to attend Sydney meetings and are being offered *Southern Skies*, by email only.

The closer co-operation is intended to be carried out so as not to disadvantage members of either group. The small loss of income to AHSA Inc from the few NSW members who now pay double subscriptions will generally be offset by the subscription extras paid by AHSA (NSW) members opting to get *Aviation Heritage*. This not an exercise in empire-building – the NSW committee, and their meeting program, would continue unchanged. The benefits of integration would include:

- Increasing the significance of AHSA as a truly Australian historical body, speaking with a national voice.
- Developing interaction between committees and members in all states with respect to excursions, speakers, etc.
- Widening the number of potential contributors to *Aviation Heritage*.
- Overall, making it more attractive for aviation history enthusiasts to join AHSA.

2010 Subscription Renewals which will facilitate the above changes will be distributed with the December issue of *Southern Skies*.

AHSA meetings

Melbourne

Meetings are held on the fourth Wednesday of the month, at the East Malvern RSL, Stanley Cross Avenue East Malvern or RAAF Association, 24 Camberwell Rd, Hawthorn East. Meetings start at 7.30pm. Contact Antony Grage, 0418 170 395.

October Meeting: Wednesday 28th October: Bruce Hearn, Vice-President Australian Gliding Museum – “George Augustine Taylor and his Glider – the first heavier than air flight at Narrabeen NSW on 5th December 1909”. At RAAF Association.

November Meeting Wednesday 25th November. “Model Aircraft and the Development of Early Aeroplanes” by Mr Gary Sunderland, a member of the AHSA and the Model Aeronautical Association of Australia, who will use his 1/6th scale model of the Voisin flown by Harry Houdini on the first sustained powered flight at Diggers Rest, Victoria on 18th March 1910 to discuss the aerodynamic problems faced by pioneer aviators. At RAAF Association.

Brisbane

Meetings are held on the last Friday of each month in the President’s Room, Airline Academy of Australia,

Archerfield, at 7.15pm for a 7.30pm start. Visitors welcome; contact Bob Livingstone, mobile 0414 710 519.

1934 MacRobertson Air Race

The third and final story in the series kindly provided by Keith White and Anthony Coleiro follows.

Keith has also printed an A4 size colour copy of a poster of the event which will be available free of charge to members and visitors at the October meeting, or on request.

For the Diary - December Meeting

Wednesday December 9th 2009 marks the 100th anniversary of the first powered flight in Australia by Colin Defries. To commemorate this important event, the December meeting will be held on that date, rather than the traditional first Wednesday of the month. The meeting will be a joint meeting with the Royal Aeronautical Society, Sydney Branch with Guest Speaker, eminent aviation historian, David Craddock. The venue is still to be confirmed, but is expected to be at the Powerhouse Museum. Further details will be provided in the next newsletters.

Calendar of Events

2-5 October 2009 Narromine Aero Club 80th Anniversary Fly-in. Narromine NSW

3 October 2009 Lunch with the Tiger Moths. Luskintyre NSW

3-4 October 2009 AAAA Auster Rally and AGM. Broken Hill NSW

3-4 October 2009 RAAF 70th Anniversary at Evans Head 1939-2009. Evans Head NSW

3-4 October 2009 Old Bar Festival Fly-in. Old Bar Airstrip NSW

3-4 October 2009 Rotors Wings ‘n Wheels. Museum of Army Aviation, Oakey Qld

17-18 October 2009 Jamestown Fly-in and Air Spectacular. Jamestown SA

24-25 October 2009 Temora Aviation Museum Flying Days. Temora NSW

4 November 2009 AHSA (NSW) Arthur Butler Memorial Lecture - Guest Speaker John Ulm. Powerhouse Museum

8 November 2009 NSW Sport Aircraft Club Open Day. Wedderburn NSW

14-15 November 2009 Sydney Aviation Memorabilia and Model Show. Bankstown Airport NSW

Contributions and Contacts

News items, other contributions, or requests for information etc for inclusion in the newsletter can be sent to AHSA (NSW) at P.O. Box K346, Haymarket NSW 1238 or to Warwick Bigsworth, E-mail (madsen2010@optusnet.com.au) or (02) 8824 7814.

Thanks

Thanks to Anthony Coleiro, Antony Grage, John Scott and Keith White for their contributions to this newsletter.

WORLD'S GREATEST AIR RACE – the 1934 MacRobertson (cont).

Story No. 3: Ray Parer's Fairey Fox Mk. 1.

This month's story is the third and last to commemorate the 75th anniversary of the 1934 MacRobertson Air Race, and completes our description of three different circumstances which prevented entrants in the race from competing or completing the race in accordance with the conditions set down by the Centenary Celebration Council, Town Hall, Melbourne, Victoria.

As you will recall, the first story told of an entry which did not reach the start line, and the second story of an aircraft which started but did not finish the race.

For this story, we have an aircraft which completed the course, but not within sixteen calendar days as set down in the race conditions.

The New Guinea Centenary Flight Syndicate sponsored Ray Parer and his co-pilot, Geoff Hemsworth, both pioneer aviators in New Guinea, to fly Parer's entry (race number 35) in the speed and handicap sections of the race.

Ray Parer has a unique place in aviation history being the only pilot to complete the flights associated with the 1919-20 England to Australia event and the 1934 Centenary Air Race.

In 1919, the Smith brothers in their Vickers Vimy G-EAOU had landed at Darwin to win the prize money associated with the event before Parer and his co-pilot had even left the ground in England in his Airco DH-9 G-EAQM. At least, in 1934, he set off with the other race competitors, but, just like his earlier venture, misfortune dogged him as this unfolding story will reveal.

For the 1934 MacRobertson Air Race, Ray Parer's aircraft was a Fairey Fox Mk.1 G-ACXO built in 1926, and cost him £200. As in 1919, finance was a problem. This time, the gold miners in New Guinea raised £1,400 for Parer, but his capacity to avoid other problems had not gone away. The Fox was not ready when he and his co-pilot arrived in England on 6th August, 1934 to prepare for the race, and, with other problems, including bureaucratic, they were almost not allowed to start in the race on 20th October, 1934.

Race regulations required all aircraft and crews to be at Mildenhall a week before the race start. The Parer team could not comply with this as their aircraft was not ready at Hanworth. They were granted an extra two days. Then Parer fell ill with an attack of malaria, but the authorities would not allow any further extra time. Leaving his sickbed, Parer went to Hanworth and flew the Fox to Mildenhall, by which time he seemed to have thrown off the effects of the malaria. There, they noticed the Fox's radiator was leaking. They chose to replace it with a new one, which arrived the day before the race started.

A crowd of some 60,000 people was at Mildenhall to see the start of the race with Parer leaving 13th out of the 20 starters. However, less than one hour into the first leg of the flight to Australia, and midway across the English Channel, the engine of the aircraft

started misfiring. Parer's thoughts went back to 1920. They reached the French coast and landed as soon as they could find a suitable field. The trouble – the new radiator was leaking badly!

They worked on the engine and had it running smoothly whilst waiting for permission to proceed. Once on their way, the engine troubled them again and they had to put down again. It took them two more attempts before they finally reached Paris, where the engine was again repaired.

Continuing on their way, they crossed over the Alps into Italy, but they descended into trouble, for, apart from having an overheating engine, they had overflowed a prohibited area and were arrested when they landed in Pisa, where they were detained pending permission from Rome to proceed. Their security troubles were not over. When they reached Naples, they were delayed further before being allowed to go onto Brindisi, where they narrowly escaped detention again, and were allowed to proceed across the Adriatic Sea to Athens, all the time with a troubled engine and virtually limping along.

This time, their problem was fuel quality. A lot of effort by the Greek aviation industry at the time went into trying to solve the problem, which included fitting a new engine to the Fox. In the end, they spent 55 days in the country.

After near disasters in Cyprus and Syria due to poor landing grounds, they reached Baghdad, where they were delayed further due to the closed airspace over Persia, which took time to resolve. Hampered by sandstorms, magneto failures and getting themselves lost, they finally made Calcutta.

By the time they reached Burma, finances were again running low, but this time it was some eight days before more funds were available. This enabled them to proceed down the Malayan peninsular where they had more engine trouble, this time over impenetrable jungle. By hand pumping and joggling the throttle, Parer kept the engine going until they just made Mergui, some 75 miles away.

The trouble this time was water in the fuel system requiring draining of the fuel tanks. Before they reached Batavia, more trouble developed with a failed compass, a faulty magneto and more water in the fuel system. The Dutch assisted them and, finally, they were down to the last two legs before Australia.

Misfortune had not finished with them yet as black smoke from the engine forced them back to Lombok Island and more delay. For the last leg of their flight across the Timor Sea to Australia, the Fox's engine performed perfectly.

They flew onto Melbourne, which they reached on 13th February, 1935. Although it had taken them 116 days after leaving Mildenhall, their perseverance had prevailed, and, in the case of Parer himself, for a second time.

When they arrived in Melbourne, they "dived the Fairey Fox over what remained of the finishing line at Flemington racecourse 'just for fun'" as Parer remarked later, adding whimsically, 'I thought that there might be an award of some sort for the last competitor to finish. In any case I'm improving, as the time is a whole four months better than that

of my first flight out in 1920””. Parer was not correct with his statement of improving his flight time by four months – it was three months.

Even so, their 1934 flight time was 100 days outside the 16 days allowed to competitors to complete the flight and qualify for a gold medal.

Consequently, both Parer and Hemsworth were surprised later when the race’s benefactor, Sir MacPherson Robertson, presented each of them with a suitably inscribed gold medal, which he hoped would bring them luck.

When Parer bought the Fairey Fox for the race, he had a second thought in mind. It would be useful in air transport operations in New Guinea to which they flew it after it was registered in Australia as VH-UTR. However, the harsh climate and operating conditions took their toll on the fabric covered aircraft, resulting in suspension of its Certificate of Registration in November, 1936.

During the Second World War, Ray Parer served with the R.A.A.F. in Australia, but, for health reasons, he could not fly. In October, 1942, he transferred to the reserve. He was not suited to “flying a desk”. He returned to New Guinea and served on a small coastal vessel carrying supplies and troops around the north coast. After the war, he continued working in New Guinea, then came back to Queensland and managed two small farms.

He died in Brisbane in 1967. He was 73.

Geoff Hemsworth also later served with the R.A.A.F. On 5th May, 1942, flying a Catalina flying boat, he reported sighting a Japanese task force sailing south east of Misima Island in the Louisiade Archipelago, following which his aircraft was attacked by enemy fighters. No further signals were received from him and he did not return to base. Japanese records later revealed he and his crew became prisoners-of-war. There is no record of their fate. A naval battle ensued against the task force, an action which became known as the Battle of the Coral Sea.

Whilst the endeavours of all the parties in this trilogy of stories were unsuccessful in their individual attempts to win the 1934 MacRobertson Air Race, still recognised as the world’s greatest air race, the spirit of all 64 original race entrants from 15 countries helped to make this international air race the sporting event of the 20th Century.

In an article some years ago, Anthony Coleiro said it this way, “I became a member of the Aviation Historical Society of Australia because my interest wasaviation history. The focal point of this interest was and still is the 1934 MacRobertson Air Race”. His co-writer, Keith White, was an eight year old when the race was held, and he still remembers the community excitement and interest engendered at the time. As he once read of the race, “In a few days, the world had shrunk to a third of its former size.”

Finally, a question: after all that, what will the City of Melbourne organise to celebrate its bicentennial in 2034?

ACKNOWLEDGMENTS

For further reading about Jacqueline Cochran's race number 46 (see Story No. 2 in September issue), we refer you to the following publications:

Jackie C – Jacqueline Cochran & Maryann Bucknum Brinley, Bantam Books, 1967.
The Golden Age of Air Racing Pre 1940 – S. H. Schmid & Truman C. Weaver,
EEA Aviation Foundation, 1991.
The Skyracers – Joseph F. Hood, Grosset Dunlap, New York, 1969.
The Great Air Race – Arthur Swinson, Cassell London, 1968.

Covering Stories Nos 1, 2, and 3.

The Centenary Air Race – Aviation Heritage , Volume 24 Nos 1 & 2.
Pilots and Propellers – Doug Fawcett , Crawford Publishing Pty Ltd, 1997.
Flypast - Neville Parnell & Trevor Boughton, AGPS Press, 1988.
Australians in the Air - Greg Copley, Rigby Ltd, 1976.
Flight - October 25, 1934.
The Great Air Race – Arthur Swinson, Cassell, London, 1968.

Additional acknowledgments for Story No 1 – August newsletter.

Of Interest from the Past - The Centenary Racer – Keith Meggs, undated.
Flight – October 11, 1934.
Aircraft – April 2, 1934.
West Australian – 2.6.1934, 3.8.1934
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Head in the Clouds – G.N. Wells, Hodder & Stoughton Ltd, 1973.
The Skies Remember –A. Grenfell Price, Angus & Robertson Ltd, 1969.

Additional acknowledgments for Story No 2 - September newsletter.

The Illustrated Encyclopedia of Aircraft – Orbis Publication.
Air Progress May 1971 – The Conde Nast Publication.
The Stars at Noon – Jacqueline Cochran, published in U.K., 1955.
Women with Wings –Mary Cadogan, MacMillan London Ltd., 1992.
Dreamers, Doers & Daredevils – David Marshall & Bruce Harris, The Five Mile
Press P/L, 200

Additional acknowledgments for Story No 3 – October newsletter.

The Aviators – William Joy, Golden Press Pty. Ltd., 1983.
Australia's Greatest Air Race - Nelson Eustis, Rigby Ltd, 1977.
The Royal Australian Air Force – Alan Stephens, Oxford University Press, 2001.
Catalina Dreaming – Andrew McMillan, Duffy & Snellgrove, 2002.
The Air Racers – Terry Gwynne-Jones, Lansdowne Press, 1983.
A.H.S.A. Journal – May, 1965.
Battling Parer – John Godwin, 1968.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Death Of The Aerial League - And The Birth Of Qantas. Part 6.

Just as 1909 was a milestone year, because of the introduction of powered flight to Australia, so too 1919 was a milestone during which the foundations for civil aviation in this country were prepared. The controversy between George Augustine Taylor and Reginald Lloyd served to alert Australians and their Government to consideration of the manner in which they would embrace this new mode of transport and communication. The year 2009 is also shaping as a milestone for civil aviation, because of the major decisions, necessitated by the global financial crisis, and global warming, that confront the industry. On Wednesday October 7, 2009, the date of our meeting in Sydney, the first day of a major aviation conference in Canberra will be in progress. *Safeskiess 2009: Managing Aviation in a Changing Environment*, will be opened by The Hon Anthony Albanese MP, Minister for Infrastructure, Transport, Regional Development and Local Government. The first session of the conference will be chaired by the President of *Safeskiess Australia*, Mr George Alfred (Peter) Lloyd AO, OBE, MiD, FCILT. Peter Lloyd is a nephew of the late Reginald Lloyd, the subject of this series of Loops & Landings. The Lloyd family has maintained a connection with aviation over most of the past century.

In a previous edition of Loops & Landings, (September, 2005, *The Federation Aeronautique Internationale; A Centenary*), there is a profile of Peter Lloyd who is a recipient of the Oswald Watt Gold Medal (1969), and the FAI Gold Air Medal (1989), together with many other Australian and international aviation awards and appointments. Since that profile was written, Peter has received the Patrons Lifetime Achievement Award of The Aviation Safety Foundation. The Award was presented to him in December, 2006, by the then Governor General of Australia, His Excellency Major General Michael Jeffery AC, CVO, MC. The presentation was made at Admiralty House, Sydney, which was owned by Peter Lloyd's great grandfather, the Hon George Alfred Lloyd, from September 1860 to April 1874.

George Alfred Lloyd arrived in Sydney from England in 1833. He had a very active life in commerce and politics in the Colony, during which he served as Colonial Treasurer and Postmaster-General in the NSW Parliament. It was, and still is, the custom of the descendants of this pioneering patriarch, to honour him by ensuring that his given names, George Alfred, live on through successive generations of the male line. An understanding of this family custom will prevent confusion as this edition of Loops & Landings continues.

The late George Alfred Lloyd CBE, Peter Lloyd's father, has a connection with the site of Australia's first powered flight. It was Peter's father who, in 1945, persuaded Lord Nuffield to purchase Victoria Park Racecourse in Sydney for £205,000 as the site for a car production plant. This committed Lord Nuffield to the expenditure of £19 million to establish the British Motor Corporation (Aust) Pty Ltd factory on the site, which finally opened in February 1960. Peter's father was Managing Director of the company, and initially used the original Tote Building for his office. As a result, the Tote Building is now the only structure remaining of the old Victoria Park Racecourse buildings. Adjacent to it Tote Park has been created, which is the setting for a plaque commemorating Colin Defries and his flying activities. A street nearby, in the new residential development, has been named Defries Avenue. Peter himself can claim a connection with the origins of powered flight in Australia. In the years immediately following WWII he came to know L. J. R. (Jack) Jones, through their mutual involvement with the motor industry. Peter was so inspired by the love of aviation, expressed by the ageing pioneer, that he decided to learn to fly himself. He has since enjoyed 11,000 command hours as a pilot, flown gas balloons and gliders, and has qualified as a parachutist. And just like Qantas, Peter is now in his eighty ninth year.

In January 1919, neither Peter nor Qantas were even lights in their respective parent's eyes, but at least Peter's uncle Reginald had a vision for an Australian overseas airline. In a repudiation of George Augustine Taylor's view of the future of Australian civil aviation, *The Age* editorialised: "Now

that Treasury sanction has been given to commercial aviation, it is to be hoped that all legitimate Australian undertakings will be given a fair field to organise along rational lines. The Federal Government should do all in its power to assist local undertakings, and, while taking all necessary precautions in the national interest and for the protection of shareholders, should secure to commercial aviation a reasonable freedom from vexatious over-regulation." On January 15, *The Age* further reported: "The Minister of Defence stated yesterday that it was the desire of the Federal Government to encourage commercial and private aviation in Australia, and the rules for the regulation of air traffic and navigation were now under consideration. During the war, he said, it was impossible for private business or individuals to obtain air planes, but with the near approach to peace the great manufacturing establishments of England and America would be able to meet almost unlimited demands."

In London, on January 24, a dinner was given by *The Imperial Air Fleet Committee* to celebrate the Empire's victory in the air war. General Sir William Birdwood and the Agents-General for Victoria, Queensland and Tasmania were among the guests. The new President of the Air Ministry, Brigadier-General Seely, spoke on behalf of the Air Council about plans for air routes joining every part of the Empire, and expressed the hope that the Dominions in forming their own air services would co-operate with the British Authorities." In response, Reginald Lloyd claimed that, because of the unique geographical isolation of Australia, *Aerial Services Ltd* was already leading the world in the planning of long distance international air routes. He said: "Mr Handley Page, the world's greatest aerial architect, whose machines are being used in the long-distance-flights to India and elsewhere, has expressly sought the co-operation of the Australian company with the object of extending the Indian flights to Australia. The present aerial activity in England is to a considerable extent the direct outcome of Australian enthusiasm and activity in the matter, and *Aerial Services Ltd* represents the first project to place across-the-world flying on a definite business basis. The prime object of the Australian expedition is to chart the route, and later to co-operate with the authorities operating the main aerial trunk lines across Europe to the Near East in establishing a through aerial service between London and Australia."

Reginald Lloyd's expedition was planned with the assistance of Jean Claude Marduel, whom he had employed as his aviator and aeronautical consultant. During WWI, Marduel was a flying instructor at *The Central Flying School*, Point Cook. While there, Marduel would have known Dr Griffith Taylor from the University of Melbourne, an eminent geographer and meteorologist, who also lectured the cadets at the CFS in meteorology. In a long article titled *Air Routes to Australia*, which appeared in *The Age*, on February 1, Taylor described the intimate connection between meteorology and aviation. He also outlined his preferred air route from Melbourne to Calcutta. Early in his planning, Reginald Lloyd considered that the safest route for land-planes would be via Cape York Peninsular to New Guinea, and then island hopping across the Netherlands East Indies. But by the end of January, no doubt influenced by Taylor's information about geography, seasonal weather and wind levels, he decided to adopt Taylor's recommended route, modified because of Sydney being the terminus. From Sydney, the route that Lloyd finally planned to survey was via Nyngan, Longreach, Camooweal, Newcastle Waters, Darwin, Koepang, Batavia, Singapore, Penang, Bangkok, Rangoon and Calcutta.

Lloyd's expedition was equipped with four Indian motor cycles with sidecars. There were seven men making up the survey team, consisting of Reginald Lloyd, leader; Harry Malderson, recorder and public relations; Mr J. J. Waldron, land surveyor and scientist; Jean Claude Marduel, aviator and aeronautical consultant; Mr W. Ousley and Mr H. Seabrook, mechanics and Mr K. Hunter, general assistant. Marduel wanted an aeroplane to be part of the expedition's equipment. He was bitterly disappointed when Reginald Lloyd decided that an aeroplane was not needed.

It was an historic moment when, after breakfast on Friday, January 31, 1919, four Indian motor cycles of *The Aerial Services (Sydney - London) Limited Survey Expedition* emerged from the driveway of *Airlie*, in Garfield Street, Fivedock, the home of Reginald's father, George Arthur Lloyd J. P. The expedition hoped to reach Darwin in eight or nine weeks. At this point in time, Australia was leading the world by this practical attempt to create a long distance international airline...**John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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Southern Skies

The Newsletter of AHSA (NSW) Inc

November 2009 No.434

November Meeting

Arthur Butler Memorial Lecture

The November meeting will be held at the Powerhouse Museum on Wednesday 7th November 2009, commencing at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the foyer. Visitors are most welcome and supper will be available after the meeting.

The meeting will be the 27th Annual Arthur Butler Memorial Lecture. We are privileged to have as Guest Speaker Mr John Ulm, whose subject will be

Places, Planes and Politics

John Ulm is well known to many readers as a past Chief Press and Information Officer at Qantas and for his biographical talk about his late father, Charles Ulm, at the October monthly meeting last year.

In this year's Lecture, John will speak about the evolution of Australia's civil aviation policy. Having been Special Assistant to C.O. Turner, the then Chief Executive Officer of Qantas, John is eminently qualified to discuss this important topic. He will cover a range of issues, including the development of International Air Service Agreements and the beneficiaries and losers of such agreements; the aircraft that Australian airlines wanted to buy and those they did not; the pressure exerted on airlines to buy British aircraft such as the Comet and Hermes rather than American designs; the involvement of and influence by government-backed airlines such as Imperial Airways. John will also refer to proposals by fledgling companies to establish airlines that did not materialize, including that proposed by his late father, Charles Ulm.

John Ulm began his career in journalism at the *Sydney Sun* newspaper prior to World War II, and he enlisted in 1941. In 1942 he was called up to the RAAF, learning to fly on Tiger Moths, before travelling to Great Britain via North America. He flew Spitfires in 145 Squadron, RAF and was shot down over Italy about 10 weeks before the end of the War in Europe. He was held as a Prisoner-of-War and was transported to Germany prior to liberation.

On return to Australia John resumed employment with the *Sydney Sun* and became a correspondent covering the occupation of Japan and later the Korean War. His role as aviation correspondent and close liaison with Qantas led to him being appointed as Special Assistant to the incoming Chief Executive Officer, C.O. Turner and other Qantas management. He was Chief Press and Information

Officer for many years and retired from Qantas in 1977 following a three year posting as Manager, Wellington NZ.

This is the highlight of our annual meeting agenda, so please join us for another entertaining evening of aviation history.

Members are requested to bring a small plate of finger food for supper afterwards.

Vale John Swanson 1924 - 2009

For more than twenty years John was a member of our society. We lost a dear friend when he died on October 9. Six members of our committee attended a memorial service for John, on October 14, at St Mary's Church, Manly. Father John Hannon, who conducted the service, estimated that there were about 450 mourners in attendance.

John was born on December 1, 1924, and lived with his parents and sister at 55 Petersham Road, Marrickville. Perhaps the proximity of his home to Mascot explains John's life long passion for aviation. When he was ten years old he won first and second prize in an aeroplane model competition. On the day before his final exams at St Brigit's College, he was at Mascot aerodrome looking at the aeroplanes.

John enlisted in the RAAF on April 10, 1943, and in due course commenced pilot training on Tiger Moths. According to his son Matthew: "after twelve hours aloft, much to the relief of his instructors, he was scrubbed." He then went on to train as a navigator, and was posted to 100 Sqn RAAF on Beauforts, serving in New Guinea.

Following the war, John married Patricia, built their first home himself, and helped raise two daughters and a son. He co-founded a successful shop fitting business, Dixon & Swanson, and collected a significant library on Australian aviation history. Soon after joining our society, John was elected to the committee as the 1988 Bicentennial Project Adviser. He subsequently served as Archivist until 1995. In his eulogy Matthew spoke of the loss of his mother, Patricia, after 42 years of marriage to John. He also described the rejuvenation in John's life when he again found love, and married Marea. This recent period of John's life also seemed to coincide with the arrival of grand children. He died knowing four, and waiting for one. John's new life even gave him the energy to include our committee once more in his wide range of activities. He took on the arduous duties of Honorary Treasurer in 2005, the position he still held at the time of his death.

October Meeting

The October meeting featured four Society members instead of the advertised three. Our Cairns-based member Roy Fordham was in Sydney and it was a good opportunity

to hear a summary of his recent trip to England and also the news concerning HeavyLift Cargo Airlines. Roy's trip to England was an opportunity for Roy and his wife to travel business class on a Qantas A380. Roy was hopeful that the aircraft would be OQA "Nancy Bird Walton" but his hopes were not immediately realised. However, after a journey around England of 1,000 miles in three weeks visiting Duxford and the DeHavilland Museum at Hatfield amongst other famous aviation sites, Roy and his wife found themselves on board OQA for the return journey to Australia. Apparently "Nancy" was a bit troublesome and their takeoff was delayed by a nose wheel steering computer fault. I've heard that "Nancy" will be returning to Airbus for a rewire to lay to rest her technical troubles. Back in Cairns Roy was asked to accompany the owner of HeavyLift to Camden to remove a hangar full of Belfast and DC3 spares. Apparently this action is a result of a dispute potentially affecting HeavyLift's future.

Our second speaker was Keith White whose subject was William Ewart Hart. Keith was able to add another dimension to Hart's biography by discovering his movie career. In 1911-12 enterprising producers saw the emerging 'sport' of aviation as a suitable subject for the movies. C C Spencer arranged to have his camera man fly with Hart on numerous occasions and the result was the production of two "Scenics"; one called "Camera in the Clouds" and the other imaginatively called "Among the Clouds with a Camera". Spencer then moved on to produce a film titled "Australia Calls" with the plot revolving around the invasion of Australia by the 'yellow horde'. Hart played a part in this movie as the hero who flew in to save the damsel in distress. One of the other actors was a fellow by the name of George Wilkins who subsequently made himself famous in aviation.

Next was Eric Favelle who spoke of his forty years experience with Qantas as an engines and airframe engineer and his association with AHSA and HARS. He followed his talk with slides of some interesting aircraft and events at Mascot. Eric joined Qantas as a first year apprentice in 1956. Eric had a good grounding at Qantas as he was sent to sections where a first year apprentice actually worked on mechanical items instead of sweeping and getting lunches. He started on DC4 Servicing and then went to ROS (Repair and Overhaul Section) for the overhaul of Wright 3350 engines before moving into the marine section to help overhaul the V12 Hall-Scott engines used in the crash boats. He gained experience in a number of areas before moving into Connie Servicing in his fourth year. As time passed Eric qualified as an LAME. Having a passion for all things aviation Eric joined AHSA and participated on many of the early trips away and charters. Eric also joined HARS and was a valuable member of the Connie restoration team.

Last but not least was Peter Coates who demystified the Bankstown and Camden airport procedures that had appeared to some of us as a recipe for chaos! The procedures are known as General Aviation Airport Procedures (GAAP) and Australia is the only country to use them. ICAO doesn't approve. Next April they will be replaced by a US style 'D' class control (whatever that is). GAAP was introduced in 1978 at Parafield to process large numbers of GA aircraft movements but it suffers when

RPT or jet aircraft are added to the mix. If aircraft move at the same relative speed then it is easier to develop a flow with the aircraft awaiting takeoff clearance and with those in the circuit. Introducing large or jet aircraft requiring longer separation or quicker elapsed times between control points can interrupt the flow. This problem can be exacerbated by too few controllers on duty to handle the mix. Peter went on to make good use of the whiteboard to explain the various arrival points around Bankstown and Camden airports and the circuit patterns that should ideally be flown.

AHSA meetings

Melbourne

Meetings are held on the fourth Wednesday of the month, at the East Malvern RSL, Stanley Cross Avenue East Malvern or RAAF Association, 24 Camberwell Rd, Hawthorn East. Meetings start at 7.30pm. Contact Antony Grage, 0418 170 395.

November Meeting Wednesday 25th November. "Model Aircraft and the Development of Early Aeroplanes" by Mr Gary Sunderland, a member of the AHSA and the Model Aeronautical Association of Australia, who will use his 1/6th scale model of the Voisin flown by Harry Houdini on his first sustained powered flight at Diggers Rest, Victoria on 18th March 1910 to discuss the aerodynamic problems faced by pioneer aviators. At RAAF Association.

December Meeting Sunday 13th December Annual Christmas Barbeque, Moorabbin Airport.

Brisbane

Meetings are held on the last Friday of each month in the President's Room, Airline Academy of Australia, Archerfield, at 7.15pm for a 7.30pm start. Visitors welcome; contact Bob Livingstone, mobile 0414 710 519.

Reminder – AHSA (NSW) December Meeting 9th December 2009

Wednesday December 9th 2009 marks the 100th anniversary of the first powered flight in Australia by Colin Defries. To commemorate this important event, the December meeting will be held on that date, rather than the traditional first Wednesday of the month. The meeting will be a joint meeting with the Royal Aeronautical Society, Sydney Branch with Guest Speaker, eminent aviation historian, David Craddock. The venue is still to be confirmed, but is expected to be at the Powerhouse Museum. Further details will be provided in the next newsletter.

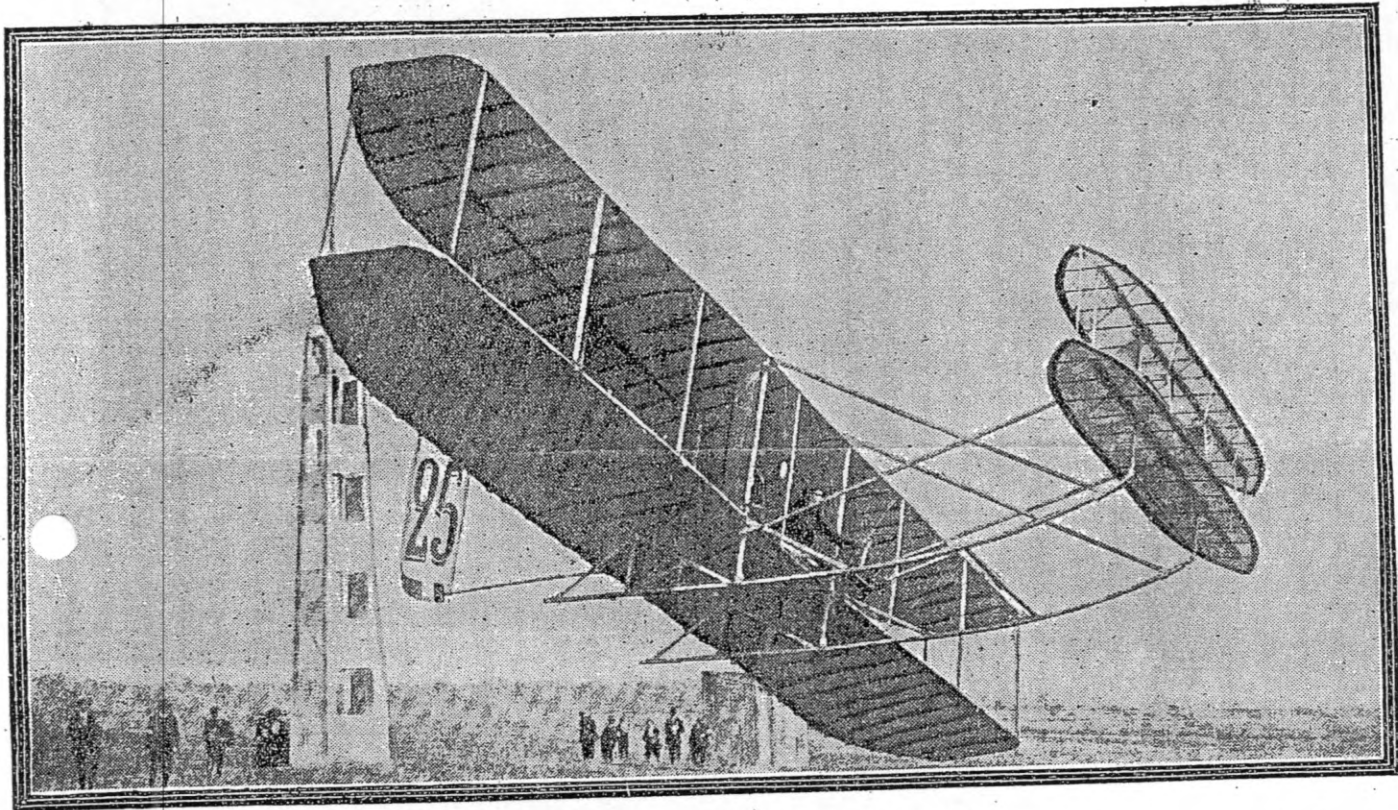
Contributions and Contacts

News items, other contributions, or requests for information etc for inclusion in the newsletter can be sent to AHSA (NSW) at P.O. Box K346, Haymarket NSW 1238 or to Warwick Bigsworth, E-mail (madsen2010@optusnet.com.au) or (02) 8824 7814.

Thanks

Thanks to Peter Coates, Neil Follett, Antony Grage and John Scott for their contributions to this newsletter.

THE YACHT OF THE AERIAL OCEAN.



A WRIGHT BIPLANE WITH LEFEBVRE AT THE HELM.

THE WILBUR WRIGHT AEROPLANE.

CONSTRUCTION OF THE MACHINE.

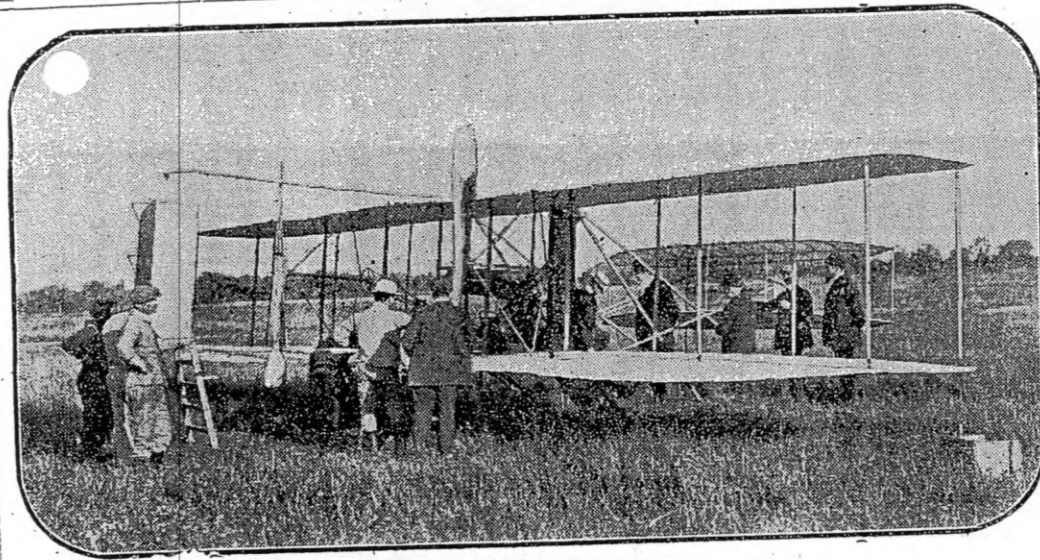
Uninterruptedly from 1 p.m. to 10.30 p.m. yesterday the construction of the Wilbur Wright aeroplane proceeded in a roped-off enclosure in the centre of the Town-hall, a process watched with interest by little throngs of observers, anxious to note each detail of the perfect mechanism. To-day visitors will see the aeroplane in position ready for flight, and will doubtless marvel at the genius of the inventors no less than at the intrepidity of the man who is going to defeat nature and steer his mid-air course.

Mr. Colin Defries, the pioneer aeronaut so far as Australia is concerned, was busy supervising the work of placing each part of the intricate workmanship in its allotted place. His engineer, M. Pourpe (of the Art Metallurgique Parisien), was keeping a careful eye on the delicate mechanism of "The Stella," for so is the flyer named in honor of Mrs. Defries.

The Wright machine, as explained by M. Pourpe, is constructed with two supporting planes, each 39 feet long. Their transverse section is parabolic, with the great curve in front; the front edge is of wood, 2in. thick, whilst the back edge consists of the cloth only. The width of the supporting planes is 6ft. 6in., and the distance between the two planes 5ft. 10in. The front or elevating plane is constructed of two surfaces, 16ft. 3in. long, 3ft. 3in. wide. It stands 9ft. 9in. in front of the centre planes. Between the two elevating planes are placed two small rigid vertical surfaces. The rudder behind is a vertical biplane 5ft. 10in. high, 1ft. 11in. wide. The machine carries a 30 h.p. motor, the power of which is transmitted to the propellers by connecting chains, of which the left one is crossed to make the propellers work in opposite directions. The weight of the motor is about 192lb. with all its accessories; the total weight of the machine is approximately 760lb. The pilot works the machine by means of two levers. The left one controls the vertical direction by being moved backward and forward. The right lever is pointed, both laterally and longitudinally, it seems to maintain the lateral equilibrium of the machine, and works at the same time the back rudder.

The aeroplane will remain on exhibition at the Town-hall, preparatory to its flights on Victoria Park racecourse. Mr. Defries will demonstrate on the machine after-noon and evening, while a number of films depicting the most recent sensational flights of aeroplanes and airships in England and on the Continent, will be shown at intervals during each session.

turned till 2 p.m. next day. also carried a posy of tiles of the valley. The either side of the middle aisle and near



THE WRIGHT AEROPLANE,

which has been introduced into this State by Messrs. J. and N. Tait, and which will soon give a demonstration of its powers of flight.

General Borton also consulted with the Governor General, His Excellency Count van Limburg Stirum, in Bandoeng. The authorities in the Netherlands East Indies were enthusiastic about the proposed flight. Full co-operation from the colonial government seemed assured, for the transit of the Handley Page O/400 in a few weeks time. General Borton and his Australian companions sailed back to Calcutta, eager to take command of their aircraft, and to resume their flight to Australia.

Here is a short history lesson from noted historian Patrick Brogan: "In the 18th and 19th centuries, the British conquered India but never seriously attempted to extend their empire beyond the Khyber Pass. They invaded Afghanistan on three occasions: in 1838, 1878 and in 1919. The first war ended in one of the greatest disasters of British imperial history: the expeditionary force was wiped out during its retreat from Kabul, and the king they had installed in Kabul was murdered. In 1878, when the British occupied Afghanistan again, they again discovered that they could not hold it, and therefore withdrew - this time successfully. The Third Afghan War, in 1919, was an inconsequential and brief affair. The British marched up into the hills, and then marched down again." However, in 1919 the British had an air force, and after the war broke out on May 3, aircraft were used to bomb Jalalabad and Kabul. Unfortunately for General Borton, in his absence, the RAF requisitioned his Handley Page O/400 and flew it up to the north - west frontier to take part in the bombing offensive, where it crashed in a storm. (The Handley Page V/1500, which was still in India at this time, was also called into service by the RAF, and succeeded in bombing Kabul on May 24.) After so much effort in reaching Calcutta by air, and during the further period spent surveying the remaining route, General Borton's dream of being the first to fly from England to Australia had evaporated. The disappointment felt by Borton and his Australian companions can only be imagined. If the Handley Page O/400 had been waiting for them in Calcutta, with a bit of luck, they may have reached Darwin before Alcock and Brown had completed their Atlantic crossing on June 15.

The Reginald Lloyd survey was also not without its problems. There had been a snapped chassis - bar on one of the sidecars which caused a delay at Singleton until February 2. The party then diverted to Moree to check its substitution for Nyngan as a landing place. Tenterfield was reached on February 9, but no further progress was possible until a week later, when quarantine inspectors were available to permit their crossing into Queensland. Then, as they approached Roma, Marduel's motor cycle overturned, injuring his back and wrist. He remained behind to recover before rejoining the party at Charleville on February 28. Heading north on March 4, there was a further delay at Oakwood because of flooding in the Ward River. However, sanctuary was finally reached by March 21 in Mahoney's Imperial Hotel at Longreach. The most difficult section of the route survey still lay ahead!

When William Watt made his announcement in Melbourne on March 10, there were three groups of potential participants in the competition who were isolated from the news. Lts Paul McGinness and Hudson Fysh were on board HMTS *Port Sydney*, having sailed from Kantara in Egypt for Australia on March 5. Ross Smith, Jim Bennett and Wally Shiers were on board RIMS *Minto*, engaged on their route survey. Jean Claude Marduel was in outback Queensland becoming increasingly disillusioned with his ground based task of surveying an air route from Sydney to London. Marduel received the news from his wife, by telegram, at Longreach. Marduel's reply by letter gives an insight to his thinking about the survey, and its leader Reginald Lloyd: "I am very pleased you sent me that wire... it may alter our plans after we get to Burketown... In my opinion our survey is a farce and I want R. L. to go to England as soon as possible with me and get a Bus to fly back, before anyone else does it. He is dead anxious to get to Burketown and make a big fuss in the papers, saying we have crossed Australia... I keep drumming into him that what we are doing is not worth a tinkers curse."

Marduel was right about the competition changing everything. He may have also persuaded Lloyd to ignore the temptation to include Burketown in his survey. After leaving Longreach, the survey team proceeded via Winton, Camooweal, Brunette Downs, Newcastle Waters and Katherine before limping into Darwin, with two remaining Indian motor cycles, on June 10. But from then on, *Aerial Services Ltd* faded from the news, replaced by the excitement of preparations for the Great Air Race. For the organisers of this momentous event, the completion of the route surveys by General Borton and Reginald Lloyd could not have come at a better time. Let the race begin !..... **John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of AHSA (NSW) Inc

December 2009 No.435

December Meeting

First Flight Centenary Special Event

The December meeting will be held in the Coles Theatre at the Powerhouse Museum on Wednesday 9th December 2009, commencing at 7.45pm. Enter from the Macarthur Street end and the theatre is just through the main foyer. Signs will direct members and guests to the theatre. Visitors are most welcome and supper will be available after the meeting.

The meeting will be a joint meeting with The Royal Aeronautical Society, Australian Division, Sydney Branch and will celebrate the centenary of the first heavier-than-air powered flight in Australia, which was made by Colin Defries at Victoria Park, Sydney on 9th December 1909.

The Guest Speaker will be eminent historian, David Craddock, whose subject will be

Sydney's Wings

'Sydney's Wings' may seem a strange title, but it is a simple ownership statement of the first flights in Australia. In December 2009 we mark the centenary of Australian aviation. The first recognised gliding flight was made by George Augustine Taylor at Narrabeen on Sunday 5 December 1909. Just four days later Colin Defries made a powered flight at Victoria Park, Zetland. Taylor advertised his own success through the press and amplified any problems with Defries' attempts to deny him any hint of success. This talk will explore some of the earlier, lesser known claims of successful flight in Australia, leading up to success and argument in December 1909. Melbourne was host to the first successful balloon flight in Australia, but Sydney has equally strong claims for the first heavier-than-air flights.

David Craddock began his career as a cadet aeronautical engineer with Hawker De Havilland and studied at UNSW. He learnt to fly in 1971. David experienced most aspects of aircraft factory work, before joining the design office where he drew repairs for civil and military aircraft, supervised weighing, prepared reports and load charts for aircraft. He managed engineering aspects of manufacturing projects for Douglas, Boeing, Lockheed, Westland and British Aerospace at Bankstown. Seconded to BAe, Hatfield for the year 1982, he designed structural modifications for the BAe 146-200. Upon return to Australia he worked on the design of the RAAF Basic Training Aircraft, *Wamira*. David was responsible for the mock-up of the *Wamira* wing and undercarriage, as well as structural testing of the wing. He is now with the

Department of Defence, managing technical staff performing aviation compliance assurance.

Please join us for our very special first flight centenary meeting.

Committee Meeting

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

Committee members should meet in the foyer outside the Coles Theatre and will be directed to the meeting venue.

November Meeting - Arthur Butler Memorial Lecture

The guest speaker, John Ulm began his talk with some personal reminiscences of Arthur Butler. When John was still a journalist with the Sun, Arthur kindly made special arrangements to fly him to cover of one of Australia's major natural disasters, the Hunter Valley flood of 1955. John said that this consideration was typical of Arthur, whom he considered to be one of nature's gentlemen.

The title of John's talk was *Places, Planes and Politics*, although the common factor integrating these subjects was people. He explained his concept of the Brooklands Syndrome where, just a century ago, a source of aviators was provided from the automobile racing set. This source of men and machines was greatly increased through the demands of WWI, so that commercial aviation was able to develop rapidly thereafter. The way of Australian development between the wars was greatly influenced by our sentimental and political allegiance to the British Empire, although the MacRobertson Air Race in 1934 opened the eyes of Australian airline operators and politicians to the future. Scott and Black tumbled from the De Havilland Comet Racer in Melbourne more dead than alive in stark contrast to the crew and passengers of the Douglas DC2, *Uiver*. At the same time Qantas was suffering acute embarrassment over the grounding of the DH 86. John's talk followed Australia's path into the more independent post war years - finally describing some of the poor political decisions, and lost opportunities surrounding Sydney's need for a second international airport.

John described the contributions of some of the greats of Australian airline development, among who were Edgar Johnston, Charles Ulm, Fergus McMaster, Ivan Holyman, Cedric Turner and Lester Brain. Perhaps the person most responsible for curtailing the careers of Ulm and Kingsford Smith, by political manoeuvring, was the particularly

abrasive Managing Director of Imperial Airways Ltd, George Woods-Humphrey. Woods-Humphrey saw these two as a nuisance, and a potential threat to the ambitions of Imperial Airways in the Far East. John had praise for Ben Chifley, the Australian politician who stood steadfastly against British influence in 1946, thereby enabling Qantas to purchase the Lockheed Constellation. Further political pressure was placed on the Australian Government and Qantas to buy British in the form of the Comet and the Britannia. In the end Qantas went with the Boeing 707. When BOAC was itself forced to buy the 707 in order to remain competitive, British pride described the aircraft as the Rolls Royce 707, with never a mention of the name Boeing.

Another Catalina

The Qantas Foundation Memorial Ltd has acquired a PBY-6A, now registered as VH-EAX, for display at the Qantas Founders Outback Museum, Longreach. The aircraft, which is an amphibian, rather than a pure flying boat like Qantas used, was formerly a water bomber in Spain and prior to that in Canada and the USA.

As this issue goes to publication, the aircraft is stranded at U-Tapao, Thailand awaiting a new engine. The aircraft departed Spain on 5th October bound for Australia, via Cagliari, Sardinia – Souda, Crete – Luxor, Egypt – Bahrain – Muscat – Ahmedabad, India – Kolkata, India – U-Tapao Airport, Rayong, Thailand. We look forward to the aircraft arriving in Australia.

RAAF Comings and Goings

Hawker Beech King Air 350

A ceremony at RAAF Base Townsville on 20th November 2009 marked the handover of three King Air 350 aircraft from Army to Air Force. The aircraft, formerly operating under Army Aviation's No. 173 Air Surveillance Squadron, will now be flown by RAAF's No. 38 Squadron. Chief of Air Force, Air Marshal Mark Binskin, said the King Air will act as an interim replacement for the ageing DHC-4 Caribou, which will be retired this year.

"The three King Air which arrived at Townsville last week will be joined by another five brand new King Airs in the first half of next year," Air Marshal Binskin said.

Leased through Hawker Pacific, the King Air is equipped with turboprop engines, modern avionics and a glass cockpit. "The King Air is a far more advanced aircraft than the 1950s-era Caribou, being able to cruise at more than three times the altitude, twice the speed and twice the range," Air Marshal Binskin said. "It is ideally suited for moving people quickly across northern Australia and throughout the region.

"This is especially important when we are called on to provide assistance to the civil community within Australia and on disaster relief efforts in our neighbourhood. The new fleet of King Airs can provide a degree of efficiency and reliability which we have struggled to achieve with our fleet of ageing Caribou.

"At the same time, the 38 Squadron King Air pilots and technicians will also gain useful experience working on a modern aircraft type, allowing them to more efficiently transfer to other parts of the RAAF fleet."

The King Air will be an interim until the arrival of a new Light Tactical Fixed-Wing transport aircraft, to be selected under Project AIR 8000 Phase Two.

Air Marshal Binskin also paid his respects to the King Air's service with the Army. "This transfer effectively marks the end of more than 40 years of fixed-wing aircraft operations, with Army now operating an all rotary-wing fleet," he said. "Our partnership will continue through the withdrawal of the Caribou, with its roles to be efficiently distributed amongst Air Force's fleet of King Air and Hercules, as well as Army Aviation's fleet of Black Hawks, Chinooks and MRH90s."

DHC-4 Caribou

DHC-4 Caribou A4-152 was received by the RAAF Museum at RAAF Base Williams (Point Cook) on 26th November 2009. A4-152 has accumulated 20,360 flying hours, and was delivered to RAAF Richmond on 13 June, 1964 with two others. The oldest, A4-140, was handed over to the Australian War Memorial on 27th November. The Caribous were the first RAAF aircraft deployed to Vietnam and the last to withdraw.

A4-152 served in Vietnam from October 1967 to September 1968. It was severely damaged in an accident in Vietnam and was shipped home for repairs to Bankstown. Its operations after repair included in Sumatra in 1971, with the UN in 1975, 1976, 1977 and 1978 and survey flights in West Irian in 1976. The aircraft served on humanitarian support missions in the Solomon Islands in 1980 and 2003 and on peacekeeping missions in East Timor in 1999.

The aircraft was officially be handed over by its captain, No 38 Squadron Executive Officer, Squadron Leader Victoria Rookyard, when she handed the Director, RAAF Museum, Mr David Gardner, its logbook at the handover ceremony.

Following a flypast at a height of 500 feet over the Australian War Memorial and Canberra Airport, Caribou A4-140 was received by the Australian War Memorial at the Qantas Hangar, Canberra Airport on 27th November.

A4-140 is the Air Force's oldest remaining Caribou, and is the oldest aircraft in the Australian Defence Force fleet. It was part of the initial three Caribou which were delivered to Australia in April 1964. In its 45 year career, A4-140 flew in Vietnam from 1968 to 1971. In 1975, it was involved in evacuation missions between East Timor and Darwin. The aircraft supported further flood relief in Australia in 1983 and 1988, and supported the Search and Rescue detachment at RAAF Base Pearce in the 1980s. Since that time, it continued active service with 38 Squadron, RAAF Base Townsville.

The aircraft was handed over by Air Commodore John Oddie, Commander Air Lift Group to Ms Nola Anderson, Branch Head, National Collection

It is understood that another former RAAF Caribou will be donated to HARS at Albion Park Aerodrome, and that disposal of the remaining Caribou aircraft will be managed by the Defence Materiel Organisation.

Annual Subscriptions

Included with this newsletter is the 2010 Annual Subscription renewal form. Members will notice that we

have now included the option to become a member of AHSA Inc which publishes *Aviation Heritage* and *AHSA Newsletter* four times each year. To become a member of both societies, subscription will be \$55 per annum, or for 2010 and 2011 only, \$110. For those who are currently members of both Societies, this will, in fact result in a discount of \$25 per annum.

Those who wish to just remain a member of AHSA (NSW) Inc need pay only \$25 per annum.

Early Birds

This issue will be the last posted out to members of The Early Birds Association, as that organization is being wound up. Members of Early Birds are most welcome to join AHSA (NSW) Inc and receive our newsletter and attend our meetings, which are held on the first Wednesday of each month from February to December. Members are also welcome to join AHSA Inc and AHSA (NSW). An application form is included with this issue.

Anniversaries

December 5th 2009 – Centenary of the first flight of a heavier-than-air machine in Australia, by George Augustine Taylor in his self-built glider at Narrabeen sand hills, near Sydney.

December 9th 2009 – Centenary of the first heavier-than-air powered flight in Australia, by Colin Defries in a Wright Model A.

December 10th 1919 – 90th anniversary of the arrival at Darwin of Ross and Keith Smith, Jim Bennett and Wally Shiers in Vickers Vimy G-EAOU, from England.

December 10th 2009 – 75th anniversary of the departure of the first leg of the first Qantas air mail service from Brisbane to London in DH-61 VH-UJC *Diana* and DH-50J VH-ULG *Hippomenes*.

New Book

Never a Dull Moment by Philip Dulhunty OAM.

This autobiography by AHSA (NSW) member, Phil Dulhunty OAM, is an epic in all proportions. Phil has recorded his adventure-packed life covering the realms of business, aviation and sailing. The book covers his wartime service and the subsequent search for the missing "Glen" seaplane which was involved in the midget submarine attack in Sydney Harbour; his aviation businesses; his Port Macquarie Clipper airline; his involvement in seaplanes, the Catalina; plus his boating and engineering endeavours.

This excellent hard-cover book of almost 450 pages is available direct from Phil for \$100 plus \$15 P&P. Make cheques payable to Philip Dulhunty and send to Phil at Unit 2, 35-41 Waterloo Road, North Ryde NSW 2113.

New DVD

The History of the Ansett Group of Airlines 1921-2002 DVD 7th Edition.

Fred Niven is preparing his latest version of his excellent History of Ansett Group of Companies, with much more information and many new images.

The DVD, which is expected to hold some 4,000 "pages" and about 10,000 images, should be available by

early January 2010 and Fred is taking orders. Price will be \$35 including Australian P&P. Contact Fred at fniven@bigpond.net.au to place your order.

Calendar of Events

5 December 2009 Lunch with the Tiger Moths. Luskintyre NSW

5 December 2009 Antique Aeroplane Association of Australia Toy Run. Luskintyre NSW

5 December 2009 Save our Airport Fly-in. Kempsey NSW
8-11 January 2010 Great Eastern Fly-in. Evans Head NSW

30-31 January 2010 Temora Aviation Museum Flying Days. Temora NSW

3 February 2010 AHSA (NSW) Inc Monthly Meeting. Powerhouse Museum, Ultimo NSW

28 February 2010 Wings over Illawarra. Albion Park NSW

20 March 2010 Houdini Centenary of Flight Air Show. Melton Vic.

AHSA meetings

Melbourne

Meetings are held on the fourth Wednesday of the month, at the East Malvern RSL, Stanley Cross Avenue East Malvern or RAAF Association, 24 Camberwell Rd, Hawthorn East. Meetings start at 7.30pm. Contact Antony Grage, 0418 170 395.

December Meeting Sunday 13th December Annual Christmas Barbeque, Moorabbin Airport, commencing at 12 midday.

January Meeting Wednesday 27th January 2010. "The Beaufort Restoration Project" by Tony Clarke. Venue to be advised.

Brisbane

Meetings are held on the last Friday of each month in the President's Room, Airline Academy of Australia, Archerfield, at 7.15pm for a 7.30pm start. Visitors welcome; contact Bob Livingstone, mobile 0414 710 519. There will be no meeting in December.

January Meeting Friday 29th January 2010, guest speaker Phil (Curley) Ware, who flew with the RAAF on Neptunes and C-47s, and will discuss Neptune operations and ATC.

Contributions and Contacts

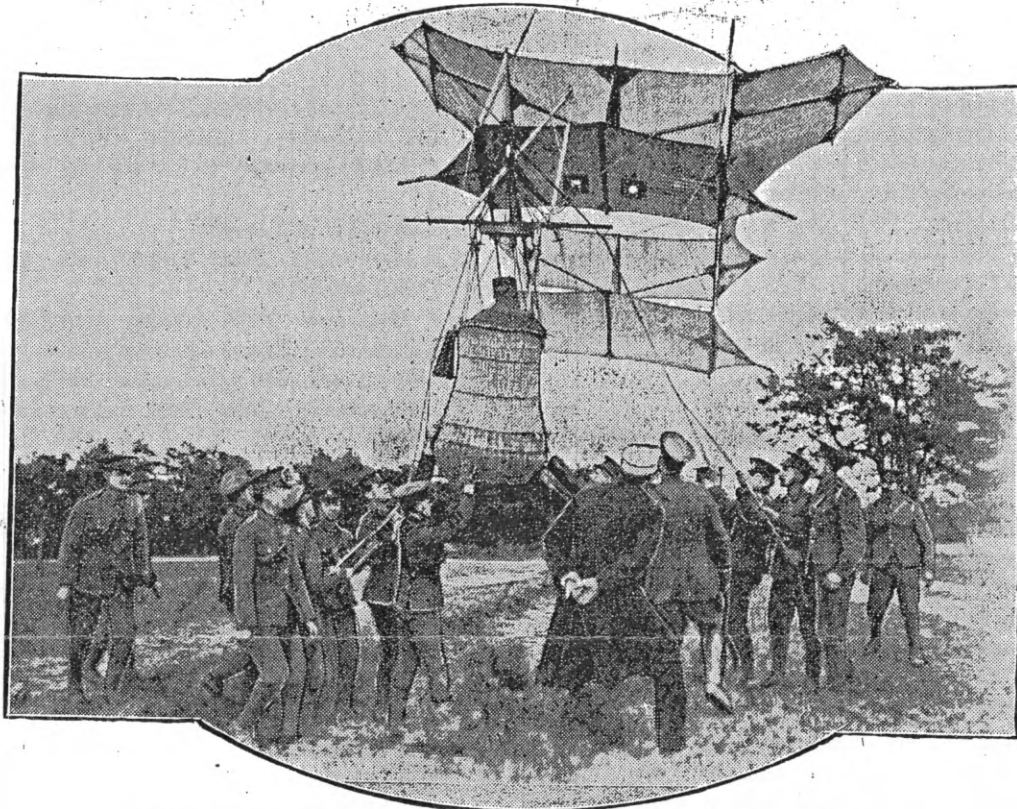
News items, other contributions, or requests for information etc for inclusion in the newsletter can be sent to AHSA (NSW) at P.O. Box K346, Haymarket NSW 1238 or to Warwick Bigsworth, E-mail (madsen2010@optusnet.com.au) or (02) 8824 7814.

Thanks

Thanks to Peter Coates, Antony Grage and John Scott and for their contributions to this newsletter.

THE AHSA (NSW) Inc COMMITTEE WISHES ALL OUR READERS A VERY MERRY CHRISTMAS AND A SAFE AND HAPPY NEW YEAR.

A WAR-KITE IN ACTION.

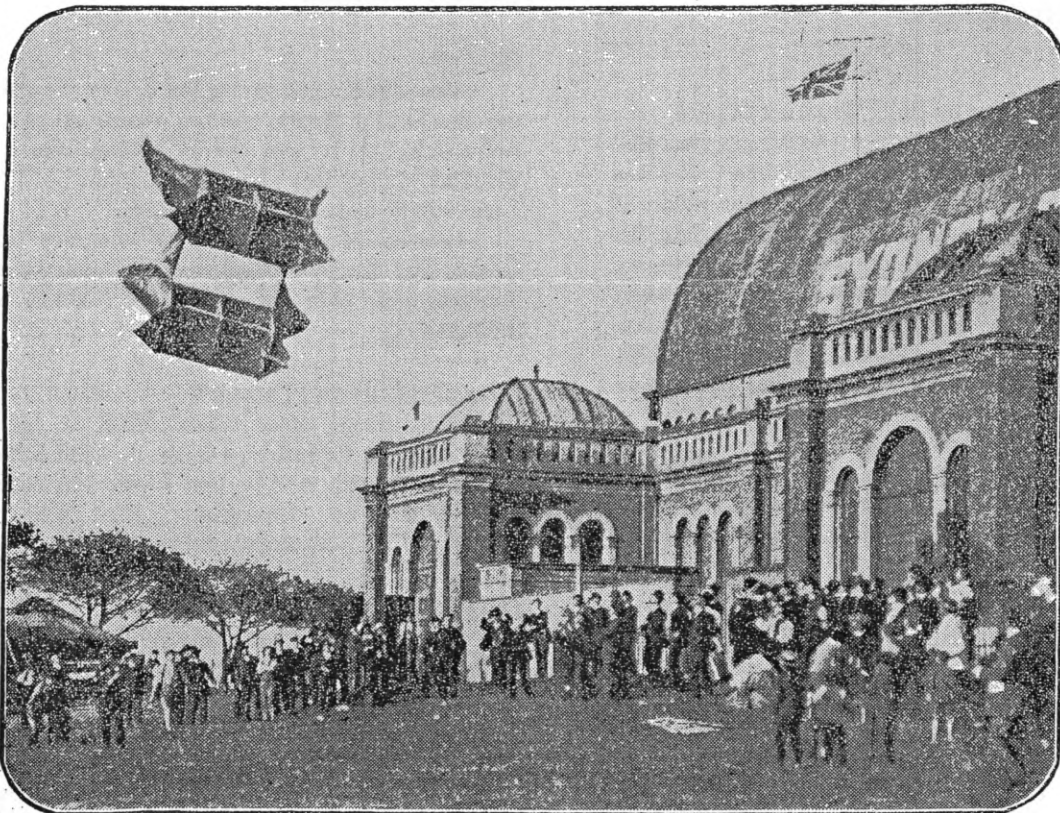


HOW OBSERVATIONS CAN BE TAKEN BY MEANS OF THE CODY WAR-KITE.

Colonel Cody, at latest, is gaining some success with his military aeroplane at Aldershot. But though he has been paragoned considerably regarding his aeroplane experiments, it is not generally known that his war-kites have been in considerable use in British Army manoeuvres for a long time past. Four of these kites are sufficient to lift an observer some six or seven hundred feet above the ground. But they are only useful when the wind is blowing in the direction of observation.

POSTAL DEPARTMENT ACCOUNTS | PROFESSIONALISM IN SPORT. | right character and unblemished reputation might at any

AVIATION.



THE CODY WAR-KITE IN ITS FLIGHT AT THE BUILDING AUSTRALIA EXHIBITION YESTERDAY.

This kite, when used in conjunction with two others, forming a team of three kites, is capable of lifting two men into the air. It has been found very valuable for military purposes.

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LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Death Of The Aerial League - And The Birth Of Qantas. Final.

An exhibition, *Born To Be Wild; The Motorcycle in Australia*, opened on January 31, this year, at the Penrith Regional Gallery. Coincidentally, the opening of the exhibition was on the 90th Anniversary of the departure from Sydney of the *Aerial Services (Sydney - London) Ltd* air route survey team. In a remarkable further coincidence, the most stunning object in the exhibition was a red, 1919 Indian, 1000 cc motorcycle; the same model used to equip Reginald Lloyd's expedition. "In my wild erratic fancy, visions come to me of" the survey team's four Indian motorcycles, with sidecars, roaring into the quiet outback towns of Queensland during the early months of 1919. Take Winton for example, where the whole town turned out to welcome them. They were escorted to a reception in the Town Hall by the Mayor and Councillors. Reginald Lloyd thanked those assembled for the welcome, but regretted to inform them that: "although Winton is on our survey route, it will not be selected as a landing place."

Disappointment did not long prevail in Winton, as the town's promotional web site now proclaims: "The Winton chapter of QANTAS begins when the birth of QANTAS was announced on November 16, 1920, in Winton, with the initial registration of the company - *Queensland and Northern Territory Aerial Services Ltd*. Subsequently the first QANTAS Board meeting was held at the Winton Club on February 10, 1921. Later in 1921, the Winton Shire Council became the first local authority in Australia to support Commercial Aviation after subsidising by half the cost of establishing a landing field in Winton, to the sum of £20. The local saying about QANTAS is that it was conceived in Cloncurry, born in Winton and grew up in Longreach."

The story of QANTAS has been recorded in some detail in many publications, particularly the first fifty years, by the three volume autobiography of Sir Hudson Fysh, and the three volume official history by John Gunn, covering the period 1919 to 1970. John Stackhouse, *From the Dawn of Aviation; The QANTAS Story 1920 -1995*, and Malcolm Knox; *I Still Call Australia Home; The QANTAS Story 1920 - 2005*, have kept us up to date through the filter of public relations. No doubt a further similar update will be produced by QANTAS, through Focus Publishing, for its 90th Birthday next year. Another version of the QANTAS story, by Matthew Benns, an investigative reporter with *The Sydney Morning Herald*, was released in Sydney recently. It is titled, *The Men Who Killed QANTAS; Greed, Lies and Crashes, and how they destroyed the reputation of the world's safest airline*. This book is already causing waves, just as Geoff Dixon's claims in his foreword to *I Still Call Australia Home*, raised a few eyebrows. One of Dixon's claims was: "Qantas was the first airline outside the United States to fly jet aircraft." Repetition of this myth finally caused Stewart Wilson to explode in his recent *AeroComment Oct/Dec 2009*: "The QANTAS media release covering the 50th anniversary of the airline's (and Australia's) first scheduled passenger jet service in 1959 - a significant event in our aviation history - states that it was the "first non - US airline to operate jet aircraft." Unfortunately the writer seems to have forgotten that BOAC operated jets (Comet 1s) in 1952 followed by UAT and Air France in 1953! And then there's Aeroflot's TU 104s in 1956 and BOAC's Comet 4s in 1958..." Just as contemporary writers, like Matthew Benns and Stewart Wilson, have found it necessary to challenge myths introduced by modern day public relations releases, it is to be hoped that when a professional historian is commissioned to write the centennial history of QANTAS, he or she will have the freedom to take an objective look at some of the earlier myths still entrenched in the QANTAS story.

Our society's first president, Ron Gibson, when he joined QANTAS in 1954, found that Winton had, for reasons known only to Hudson Fysh, been expunged, as the company's birthplace. In the very first advertising literature, November 15, 1920, was incorrectly given as the date of registration, and Longreach the founding location. When, on January 18, 1934, QANTAS became, for all intents and purposes, a subsidiary of Imperial Airways Ltd, it seemed logical that the offspring should not be older than the parent. Thus it was that the January, 1939, issue of the QEA Ltd monthly

magazine, *Empire Airways*, belatedly celebrated the fourth birthday of the company, declaring December 10, 1934, its date of birth, and Archerfield Aerodrome its birthplace, in recognition of the opening of the Brisbane - Singapore service by the Duke of Gloucester. There appears to have been a yearning for the old days after March 21, 1947, when QEA Ltd was stripped of all of its outback Queensland services, as a result of the Australian Government take-over. A special November, 1947, Silver Anniversary issue of *Airways* informed its readers that QANTAS was born at Charleville, on November 2, 1922, the date of its first scheduled service. Further revision was evident in the Special Thirtieth Anniversary issue of *Airways*, where the birthday of QANTAS was finally settled as the date of registration of the original company, *Queensland and Northern Territory Aerial Services Ltd*, November 16, 1920. But there was still no mention of Winton as its birthplace.

In preparation for the fortieth anniversary of QANTAS, our 2009 Arthur Butler Lecturer, John Ulm, directed Ron Gibson to take a research team to the old QANTAS outback towns of Queensland, and to study the papers of Sir Fergus McMaster, as well as those of one of the early secretaries, Alan Campbell. Ron's historical research proved invaluable for the Hudson Fysh autobiography, first published in 1965, and John Gunn's history, first published in 1985. During his visit to Winton, Ron found the original diary entry by the local Manager of the Bank of NSW, dated Thursday October 14, 1920, stating that: "Fergus McMaster opened Aerial a/c £700 - Later will be transferred to Qld Aerial Services Ltd when Articles of Assn come to hand." From then on there could be no argument about where QANTAS was born.

Ron Gibson also researched the achievements of Reginald Lloyd, and provided details in the Fortieth Anniversary issue of *Airways*, published in November 1960. While Hudson Fysh acknowledged the survey by Lloyd, he seems to suggest in his autobiography that, because *Aerial Services Ltd* failed, the Lloyd survey was also a failure. This device enabled Hudson Fysh to claim in *Qantas Rising* that: "McGinness and I concluded our job of surveying and laying down the air route across Northern Australia and seeing the Vickers Vimy safely through the area we were responsible for...under the direction of General Legge and the Defence Department, we were instrumental in bringing into being Australia's first established air route."

It is as well to be reminded of the facts. In late 1918 and early 1919, Dr Griffith Taylor carried out detailed research for the proposed air route from Calcutta to Melbourne, and it was he who concluded that Darwin should be the port of entry to Australia. The route should then proceed from Darwin via Mataranka across the Barkly Tableland to Cloncurry, and then south via Charleville. This was the route surveyed by Lloyd. On Saturday June 14, 1919, the Northern Territory Times and Gazette ran the headlines: **Darwin to be Australia's Aerial Doorway, Australian Section of Lloyd's Survey Completed**. But then a committee of the *Royal Aero Club*, in far away London, appointed to assist the Australian Government with organising the competition, had the idea that a better route would be to proceed from Darwin to Port Roper on the Gulf of Carpentaria, and then to Boorooloola, Burketown, Hughendon, Clermont, Rockhampton and finally down the east coast to Sydney and Melbourne. Thus Gordon Legge was obliged to send McGinness and Fysh to carry out what he probably knew would be a futile survey of the Gulf route. McGinness and Fysh, with George Gorham, left Longreach in a "T" Model Ford, on August 18, and after much hardship finally reached Katherine on October 8. They had found not a single suitable landing ground along the Royal Aero Club route.

Hudson Fysh also claimed to have selected the landing field at Fannie Bay in Darwin for the arrival of competing aircraft. However, according to Northern Territory aviation historian, Cyril McGorey: "Before leaving Darwin, Lloyd instructed his deputy to select landing ground sites at Darwin and Katherine. The site selected at Darwin was the gaol paddock fronting Fannie Bay. This was the site later prepared for the Great Air Race and became Ross Smith Aerodrome." Hudson Fysh was instructed by Legge to prepare the Fannie Bay and Katherine sites. McGinness was instructed to return to Cloncurry, which he did via the route already surveyed by Lloyd. By then, Legge had organised a proving flight along Lloyd's route. Capt Wrigley, and Sgt Murphy, in a BE2e, departed Melbourne on November 16, and arrived at Darwin on December 12. Henry Wrigley was able to report to Ross Smith, on the Lloyd route, before the Vimy headed south on December 13.....**John Scott.**