



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

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Southern Skies

The Newsletter of AHSA (NSW) Inc

February 2011 No.447

Feb 2011 - 1

February Meeting

The February meeting will be held at the Powerhouse Museum on Wednesday 2nd February 2011, at 7.45pm. Enter from the Macarthur Street end and the meeting room is adjacent to the main foyer. Visitors are most welcome and supper will be available after the meeting.

The Guest Speaker for the evening will be John Ives, whose topic will be:

England to Australia by de Havilland Heron

In 1993, John acquired a former Royal Navy de Havilland DH-114 Heron and, as VH-NJP, it was ferried from England to Australia. John will describe the trials and tribulations of the journey, which is believed to be the last 4-engine piston powered aircraft to fly the Kangaroo Route to Australia.

John started his aviation career as a structural engineer and later learnt to fly at the Royal Aero Club of NSW. During the 1970s and early 1980s he organised a number of air rallies and air races in Australia, the most notable of which was the Southern Cross Air Race in 1984, which attracted some 256 entries.

In 1989 he formed International Business Jets, which specialised in medical retrieval flights for heart and liver transplant teams. In 1991, he established Heron Airlines, which acquired several DH-114 Heron aircraft, including VH-NJP, a DH Gypsy powered version and is the subject of John's talk. Heron Airlines undertakes international air tours, which in recent years have included flights to England, Papua New Guinea and the South Pacific and domestic air tours throughout Australia. Although he sold the company in 2002, John has remained as its General Manager.

Please join us for another interesting evening of aviation.

Committee Meeting

A Committee meeting, commencing at 6.15pm, will be held immediately prior to the February meeting.

December Meeting

The meeting was a joint meeting hosted by Engineers Australia; the Royal Aeronautical Society, Australian Division, Sydney Branch and our own Society. It was one of The Eminent Speaker Series for Engineers Australia, with Guest Speaker, Dr. John Hart-Smith.

Following introductions by Ian Debenham, President of AHSA (NSW) Inc and David Adkins, Chairman of the Sydney Branch RAeS, Australian Division, Dr John Hart-Smith delivered an abbreviated talk on his experiences. He

stated that a complete talk on the subject would take several hours. His experience and knowledge were obviously of high quality, however the talk was very technical and some aspects could only be understood by professional engineers. Notwithstanding, John identified a number of issues that required far less engineering knowledge to comprehend, and were critical of so-called contemporary management practices that are sometimes applied in any industry.

He emphasised the importance of a Business Plan, and identified the Boeing 787 Dreamliner as one such project with a bad business plan. By having component manufacturers located in so many different plants in different countries, minute variations to tolerances in assembly were a major issue, let alone the need for all parts to be manufactured and delivered in a timely fashion. Strategies for the oversight of Quality Control by Boeing were particularly poor, with the resultant delays still manifesting. (As at mid January, the delivery program had had its 7th delay. Ed.)

John spoke of the importance of proper load paths, and cited the example of the Lockheed C-5 Galaxy program in which after only 3 years after the aircraft's first flight in 1968, serious structural deficiencies were discovered. Whilst thicker gauge aluminium was originally specified for the wing planks, it was necessary to replace this with a thinner gauge in order to keep the aircraft's weight within limits. John spoke at length on the difficulties encountered in resolving the problems.

The more detailed engineering issues also argued the difference and preferences associated between damage tolerant structures versus fail-safe design. He noted that stiffened structures with fewer parts were not necessarily better than more parts, particularly in constructing curved components.

Cost cutting strategies initiated by accountants and management were often counter-productive in John's opinion. He quipped that: "Behind every cost over-run and schedule slippage can be found successful cost saving strategies". He argued that it was more cost-effective when you have semi-automation rather than full automation. He referred to numerous examples in the B787 program again on such matters.

In perhaps a sad indictment on aircraft manufacturers, he claimed that such companies are there to make profits, not just products.

A large audience attended and those with a serious engineering knowledge would have relished the advice provided by such a distinguished professional.

Boeing 737 Sales

Despite Dr John Hart-Smith expressing concern about the Boeing 787, its little brother, the B737 is still clocking up records. It is the best selling commercial aircraft in aviation history with over 6,000 aircraft delivered. Here are some statistics, provided by Boeing, to illustrate its success:

- About 1,250 737s are in the air at any time.
- A 737 takes off somewhere in the world every 5 seconds.
- The 737 fleet has flown about 296 million hours in service, travelling 75 billion nautical miles.
- The 737 fleet has made more than 232 million flights.
- The 737 is now service with 347 airlines in 104 countries.

As at 31 December 2009, the 737 had an order backlog of over 2,000 aircraft, about one-third of the entire order backlog for all large commercial jets built by Boeing and Airbus.

Vale

Warwick Goldsworthy

Those with an interest in Australia's third level airlines will be saddened to hear of the passing on Christmas Day 2010 of Warwick Goldsworthy, founder of Opal Air. Adelaide's *Advertiser* newspaper reported his death several days later.

Opal Air was Australia's first airline approved to operate with an exemption under Air Navigation Regulation 203 rules. It began scheduled services between Adelaide and Coober Pedy, South Australia on 3 July 1967 using a brand new Cessna 402, VH-BUD.

Opal Air had been a charter operator from 1963 starting with a Cessna 205 also registered as VH-BUD and later using two Cessna 310Ks before acquiring the C402 for scheduled services. The airline later used pressurised Cessna 421s, Merlin IIIB and Metro.

The airline operated various routes from Adelaide to Coober Pedy, Ayers Rock, Olympic Dam, Andamooka, Tarcoola, Port Augusta and Indulkna. It ceased operations on 22 August 1986 and the Coober Pedy service was taken over by Kendell Airlines, and later by Regional Express.

Your editor was most impressed to have been taken for a high-speed ride by Goldsworthy in his Ford Cortina GT500 (of Bathurst 500 [nee Gallagher 500] fame) when working in Adelaide at the time Opal Air's scheduled air services began.

66 Years on – Remains of RAAF Spitfire pilot located and identified

On 17th December, 2010 The Minister for Veterans' Affairs and Defence Science and Personnel, Warren Snowdon, announced that the remains of a pilot that went down 66 years ago off Normandy in France have been officially identified as Flight Lieutenant Henry 'Lacy' Smith, of No. 453 Squadron, Royal Australian Air Force. The RAAF began the identification process after 6 November 2010, when the wreckage of a Spitfire aircraft and human remains were recovered in the Orne Estuary, near Ouistreham in Normandy by local museum curators.

"With the help of the local museum curators, Mr and Mrs Cobin, there was sufficient evidence provided to RAAF to positively identify the remains as those of FLT LT Henry 'Lacy' Smith.

"FLT LT Smith was lost to enemy anti-aircraft fire during the Second World War on 11 June 1944 whilst flying a patrol in support of the Allied invasion of Europe.

"Evidence included the aircraft wreckage engine serial number, eyewitness reports of the other two pilots flying in the formation at the time of the downing of the aircraft, the physical location of the recovered wreckage, a wartime casualty report linking the aircraft tail number, engine serial number and pilot details, and the engine serial number recovered with the aircraft wreckage."

"I am very pleased to know that the remains of this brave pilot have now been accounted for and can now finally be laid to rest. Finding FLT LT Smith after over 66 years is an outstanding result for all concerned particularly the family," Mr Snowdon said.

The RAAF has contacted surviving relatives and arrangements are underway for the re-internment of FLT LT Smith's remains, with full military honours.

This ceremony will occur in 2011, at a date yet to be set, in a Commonwealth War Graves cemetery in France, in accordance with normal practice for recovered remains.

Stamp Issue

On 22nd February 2011, Australia Post will issue a set of 4 stamps in the name of Air Force Aviation: 60c F-111; 60c F/A-18F Super Hornet; \$1.20 B737 Wedgetail; and, \$3.00 C-17 Globemaster III.

There will be a special postmark from Amberley and the set will include a mini sheet, a stamp pack and a self adhesive booklet. Noticeably, the F-111 features quite strongly, even though it is now out of service.

More details can be found in the latest Stamp Bulletin, available from any Post Office, although only the intended date of issue is listed on the Australia Post website.

Book Review

Not a Poor Man's Field by Michael Waterhouse

"A poor man's field in Australia is understood to be a field in which a man without anything can go with his swag and live by the gold he gets from the field; he is not dependent upon anyone helping him.

(At Edie Creek in the Morobe Gold Fields) prospectors required natives to help them, money to carry you there, on and on when you get there; therefore it is not a poor man's field."

Such were the words of the Administrator of the Territory of New Guinea, Brigadier-General Evan Wisdom in his correspondence to the Department of Home and Territories in Melbourne in 1927.

The discovery of gold at Edie Creek and nearby areas attracted huge publicity in Australia, with newspaper headlines such as 'Phenomenal New Guinea Goldfield', 'Gold Madness Grips New Guinea' and 'Gold Fever. New Guinea Infected.' Such reports made inevitable a substantial influx of prospectors from Australia. But instead of accepting this and making preparations, the Administration simply intensified its efforts to avert it.

Michael Waterhouse's book on the history of gold mining in the Morobe district provides a detailed account of the development of goldfields at Wau, Bulolo and Edie Creek. A number of small companies and individuals staked their claims to search for gold, however small scale mining could just scratch the surface. Only large scale mining could carry the immense overhead costs of getting equipment and supplies into the gold fields. The ideal heavy machinery would be large dredges to mine the huge amounts of alluvial gold.

Whilst the book covers a wide range of issues such as exploration, access to the sites, corporate matters, political and administrative inertia and human factors (from both the European and indigenous aspects), importantly, the author dedicates an entire section to aviation matters.

Cecil Levien, formerly an AIF officer, joined the New Guinea administration in 1921 at Morobe as Acting District Officer. It did not take long for him to realise his future did not lie with the Administration, but rather in activities associated with the quest for gold.

Levien was a visionary; he believed a light railway or road could be constructed from the coast to the gold fields via the Watut and Markham River valleys. Alternatively, aviation might be used to transport dredge machinery, although no aircraft had flown in New Guinea at that time. He also suggested that there was ample water to generate electric power for dredging or saw-milling.

Before 1927, the only aircraft to fly in Papua or New Guinea were seaplanes – one in 1922 on an exploration party organised by Frank Hurley, and the other, an RAAF aircraft undertaking a Defence survey.

Michael Waterhouse's extensive research on the activities of pioneer aviators such as "Nobby" Clark, Ray Parer and "Pard" Mustar is evident and he provides a very readable account of their fledgling operations. He describes many of the flights, the so-called aerodromes that were carved out of ridges, hillsides or valleys and the aircraft these aviators flew.

Such aircraft included the DH4, DH9, DH.37 and DH.60 Moth, none of which were able to cope with the growing demand for passenger and cargo payloads. The introduction of the Junkers W 34 was a great step forward; it could carry a payload of 2,000lb, which was three times that of the DH.37 and 20mph faster.

But to transport the huge dredges in their dismantled state, plus materials for power stations, vehicles, cranes, boilers, oxy-welding plant, refrigerators and the like, larger aircraft were required. In May 1930, Bulolo Gold Dredging (BGD) ordered two Junkers G31s for operation by Guinea Airways, and a third G31 was ordered in August 1933. Waterhouse provides much more detail on the operations of the G31s, but some brief statistics indicate the magnitude of the task undertaken by the aircraft.

"Between the first G31 flight to Bulolo and March 1931 and their destruction in January 1942, the three planes flew 14,000 trips over 1.4 million miles, carrying nearly 40,000 tons to support BGD's dredging operations, and around 7,000 passengers."

Whilst the aviation section of the book alone makes a very worthwhile read, the entire book provides an excellent record of the history of gold mining in New Guinea and a

valuable social commentary on Australia's colonial administration of the country.

Not a Poor Man's Field is published by Halstead Press and is available at good bookshops or via the Internet at the address below.

Additional information, sales and photographs can be seen at www.notapoormansfield.com.

Michael Waterhouse will be Guest Speaker at the May meeting of AHSA (NSW) Inc.

New Book

First Females Above Australia – The first 100 years of Australian Women Pilot Firsts by Rosemary Arnold

This book, published in late 2010, provides short biographical details on 100 noted female aviators. Many were firsts in their fields, as commercial, private, corporate or airline pilots; record holders; parachutists; engineers; air traffic controllers; and many more. Although not particularly detailed, the record of these women and their feats is a very useful guide for general interest and for historical research.

Book Launch – Melbourne

The book was launched in Sydney in December, and due to the success of that event, the Australian National Aviation Museum at Moorabbin has invited Rosemary to hold the Melbourne Book Launch at their venue, on Saturday February 5th at 4.30pm. RSVPs are essential by February 1st for the provision of catering and gifts. Contact Rosemary at rosemary@chapelinthesky.com.au or on 0413 832 058.

On the Internet

Correction: Those with a keen eye for detail will have noticed in the December issue of *Southern Skies* the reference to the Saunders Roe *Princess* mentioned that it had 12 Bristol Proteus turbo-props. Of course, avid flying boat observers will know that the aircraft had just 10 engines, powering six propellers. The four inner propellers were double, contra-rotating propellers driven by a twin version of the Proteus, the *Bristol Coupled Proteus*; each engine drove one of the propellers. The two outer propellers were single and powered by single engines.

Society of Air Race Historians 1949 National Air Races
www.airrace.com/1949%20NAR%20.htm

The US National Air Races were held in Cleveland Ohio in 1949 and this website depicts images and action of the three day event. Racing aircraft include a variety of ex-WWII aircraft, whilst the accompanying air show included types such as the Lockheed Constitution, Convair B-36 Peacemaker, Boeing B-29 Superfortress and Curtiss C-46 Commando.

B-29 Cockpit

www.davidpalermo.com/data/slideshow/4/index.html

This site displays a 360° view of the Boeing B-29 *Enola Gay* at the Steven F. Udvar-Hazy Center near Washington Dulles Airport. Part of the Smithsonian Institute's National Air and Space Museum, this tour enables the viewer to see all components of this famous aircraft's flight deck.

From a 1913 Newspaper

An undisclosed 1913 newspaper reported the following:

"The headquarters of the Australian Flying Corps, which was to have been situated in the Federal capital territory, has been transferred to Altona Bay, in Victoria, on account of the atmosphere being so rarified at the former place as to result in a considerable waste of power".

How could one disagree?

Calendar of Events

20 November 2010 – 27 February 2011 Ipswich Art Gallery – The F-111 Story. Ipswich Qld

5 February 2011 Showcase Day – Jet Fighters. Temora Aviation Museum Temora NSW

19 February 2011 Showcase Day – V-12s and Trainers. Temora Aviation Museum Temora NSW

27 February 2011 Wings over Illawarra Air Show. Wollongong NSW

1-6 March 2011 Australian International Air Show. Avalon Vic

19 March 2011 Showcase Day – Bomber and Attack, Temora Aviation Museum, Temora NSW

24-26 March 2011 Australian Light Aircraft Championships. Maitland NSW

1-3 April 2011 AAAA National Fly-in and Air Show, Echuca Vic

2 April 2011 Showcase Day – Jet Fighters, Temora Aviation Museum, Temora NSW

AHSA Meetings

Melbourne

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

Wednesday 26th January (Australia Day): The first meeting of the year will be a Members' Night and Book Sale. Members and visitors are invited to talk for a few minutes about an aeroplane type that they consider has been significant in the development of an aspect of aviation – use photos, slides and anything else to support your argument. Bring your surplus books and magazines to sell and buy.

Wednesday 23rd February: Roger Young will talk on the design concept and building of the first Waitamo PL-11 Airtruk, forerunner to the Transavia PL-12, and will show a 30 minute DVD that as part of his presentation. Roger was one of the team who worked on that very unconventional prototype aircraft designed by Luigi Pellerini.

Brisbane

Meetings are held on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome; contact Don Furlonger (07) 3371 5867.

Friday 28th January: The first meeting of 2011 will be a discussion on the operation of the Boeing 727 in Australia, led by Don Furlonger. Members are invited to contribute their own recollections about the first jet airliner to enter service in this country.

Subscriptions

Subscriptions are now overdue for 2011. If you have not yet renewed your subscription, please use the renewal form enclosed with the December issue of *Southern Skies* and pay the modest fee at the AHSA (NSW) February meeting or send to:

The Membership Secretary,
AHSA (NSW) Inc
94 Allambie Road
Allambie Heights NSW 2100

The subscription rate for the combined AHSA (NSW) Inc and AHSA Inc membership has risen to \$58 for the year, whilst the subscription for AHSA (NSW) Inc alone remains at \$25. Please make your cheque or money order payable to AHSA (NSW) Inc.

Committee Vacancy: Honorary Treasurer

Formal advice of the Annual General Meeting is included below. Our current Honorary Treasurer, Keith White has indicated that he will not be standing for re-election to that position at the AGM. Members are requested to consider their ability to undertake this important role.

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 Grage, Gareth Morgan and John Scott for their contributions to this newsletter.

Aviation Historical Society of Australia (NSW) Inc

Notice of Annual General Meeting

The Annual General Meeting of the Aviation Historical Society of Australia (NSW) Inc will be held at the Powerhouse Museum, Harris Street Ultimo on Wednesday 2nd March 2011 commencing at 7:45pm.

Business

1. Accept President's Report
2. Accept Honorary Treasurer's Report
3. Elect Office Bearers for the current year:
 - (a) President
 - (b) Vice President
 - (c) Honorary Treasurer
 - (d) Honorary Secretary
 - (e) Photo Archivist
 - (f) Committee
4. Any other business

Warwick Bigsworth
Honorary Secretary

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

With Spirit and Dash - Correction.

With Spirit and Dash grew a bit like Topsy and ended a bit like Turvy. It was intended initially as a tribute to Australian women in aviation on the occasion of the Diamond Jubilee of *The Australian Women Pilots' Association*. However, curiosity about Miss Hilda McMaugh saw her trail followed in Parts 2 to 4. Finally in Part 5 I strayed into the realms of New Zealand aviation history in pursuit of Hilda Hewlett. In most of the parts, use was made of the words certificate and licence with no explanation about the legislation that separates one from the other. Part 5 also contains an error in the post WW1 record of Hilda Hewlett's son Francis, which stands to be corrected. I am grateful for the responses of two readers, Gary Sunderland and Errol Martyn, who have pointed out the omission and error. Apart from putting the record straight, both have provided such interesting responses that I felt they should be shared with L & L readers.

Firstly the letter to the Editor of *Southern Skies* from Gary Sunderland, who lives in Victoria and is a member of AHSa (NSW) Inc. Gary is well known to many L & L readers:-

" My best regards to John Scott but I need to comment on the Loops and Landings supplement on women pilots. Not on their abilities, (I married one!), but on the matter of certificates and licences.

Several National Aero Clubs met, (in 1909 or earlier?), to set up the Federation Aeronautique Internationale, (FAI), which body provides rules for the conduct of sport aviation. One of the FAI activities is to provide a set of conditions, (or tests), for sports pilots. The actual conduct of the FAI tests reverts to the National Aero Club, including the observing of tests and their conduct, documenting and verifying, (checking), same. Once granted the FAI Certificate is recognised internationally and lasts for all time. (My FAI Gliding Certificate No 312 was granted in 1956 and is still valid). Similar activities cover the setting of flying records and contests. From my (hazy) memory the FAI was formed in about 1880 and was concerned with sport ballooning.

The requirements for FAI certificates, records and contests are constantly being up-dated due to the improvements in aircraft and test and recording equipment – usually at a meeting of aero club delegates, (or specialist groups) at three or four year intervals. A complicating factor is that when military aviation forces were formed, in the years 1910 - 1914 in many countries, the military adopted the FAI tests and certificates as requirements for military pilots. (This was a minimum pilot standard only and additional tests, for altitude flying and cross - country navigation etc were soon added to qualify for a military pilot brevet before military operational flying).

In 1919 an international conference in Chicago, USA, met to establish rules and procedures for the conduct of civil commercial aviation. These came into force in Australia by an Act of Parliament in 1921, under the Constitution which provides for Parliament to adopt International treaties and agreements. NOTE that the Chicago agreement is about commercial aviation not sport aviation.

In 1921 the Civil Aviation Branch of the Department of Air began to issue licences to organisations, pilots and mechanics to conduct commercial air activities. Such licences were usually valid for one year only and subject to cancellation, (still are). At a later date, (1925 - 6?), the CAB expanded the licensing system to involve all aero - club pilots, including non - commercial private flying, (the "A" licence). This was likely at the behest of the RAAF, (and the RAF in GB), as the Department of Air was subsidising the aero clubs as part of the Air Reserve in the event of war.

Thus the "Centennial of Licensed Women Pilots" sounds a nonsense to me. Elise Deroche would, at that date, have held an FAI Certificate No 36 on the Aero Club of France listing. Definitely not a licence for commercial flying or otherwise. Similarly Miss Hilda McMaugh certainly did qualify for a pilot's FAI Certificate No 7818, issued by the Royal Aero Club in 1919.

As a matter of interest my Private Pilot Licence No 3519, issued by DCA in 1969, lists my

nationality as "British", there being no such thing as an Australian nationality then! This licence is no longer valid as I have not taken the required medical or flight tests for some years...**Gary Sunderland.**"

Currently, Australia Post is offering for sale: " a replica of John Duigan's aeronautical licence, one issued in 1912 and the other in 1916." This is just one example of the confusion that Gary has described. Sir Norman Brearley had something to say, in his autobiography, about Australia's first Commercial Pilot's Licence: "Brinsmead informed me that I would be granted the first commercial pilot's licence under the new Civil Aviation authority. It was Licence No 2; for some unexplained reason, Commercial Licence No 1 was never issued." Apparently unbeknown to Sir Norman, Commercial Licence No 1 was issued to a woman. Amy Johnson received it from an appreciative Australian Government in 1930, to mark her historic solo flight from England.

Errol W. Martyn is a noted New Zealand aviation historian whose most recent book, *Swift to the Sky, New Zealand's Military Aviation History*, was published in March last year. He is currently working on a biography of J. J. Hammond and will be a contributor to AHSA's *Aviation Heritage* on that subject later this year. In a recent email to Antony Grage Errol wrote:-

"Regarding 'Loops and Landings', the author is astray re Francis Hewlett's coming to New Zealand. FETH served with the RAF continuously from war's end until retirement in 1934. It was then that he came to New Zealand. He joined the NZAF (the territorial air force) in 1934. He had nothing to do with the Canterbury Aviation Company, which went out of business 10 years before he came to New Zealand. He served as president of the Tauranga Aero Club prior to WWII, however.

Some further details about him appear in Colin Hanson's By Such Deeds - Honours and Awards in the Royal New Zealand Air Force, 1923-1999.

HEWLETT, Air Commodore Francis Esme Theodore, DSO, OBE, mid, Commander Order of St Saviour (Greece). NZ1078; Born London, England, 31 Jan 1891; RN 1904; RNAS/RAF 1912 to 15 Mar 1934; Gp Capt from 1 Jul 1929; NZAF Res. 22 Jun 1934; Recalled to active service, with RNZAF as a Wg Cdr, 12 Aug 1940 to 15 Jan 1945; Pilot.

Officer of the Most Excellent Order of the British Empire (3 Jun 1918). Awarded for service as Director of Seaplane Design, Directorate of Aircraft Production, Air Board, London.

Citation Companion of the Distinguished Service Order (NY1919): To Lieutenant Colonel Hewlett, Royal Air Force. In recognition of distinguished services. Commanded 63 Wing, RNAS, in the Aegean. Citation Mention in Despatches (NY1919); For distinguished service in the Aegean. Citation Commander Order of St Saviour (Greece) (1 Apr 1920). Conferred by the King of the Hellenes for distinguished service in the Aegean.

*Learned to fly at Brooklands and issued with Royal Aero Club Aviator's Certificate No 156 in Nov 1911. His mother had been awarded Certificate No 122. Whilst flying with the RNAS he took part in a bombing raid on Cuxhaven on Christmas Day 1914. He was forced down at sea, interned in neutral Holland, and later repatriated as a 'shipwrecked mariner'. Commanded Dunkirk Seaplane Base 1914-1916. In 1918, as a Lt Col, commanded 63 (Naval) Wing, RAF, in the Aegean where he was awarded the DSO. Post-WWI, in 1922, he was sent to Singapore to select a flying-boat base there. OC RAF Calshot 1925-1928 and RAF Leuchars 1929-1933. His varied service also included a one year appointment on HMS FURIOUS as Senior Air Force Officer. Died Tauranga, 7 Nov 1974...**Errol Martyn.**"*

The cause of the mistaken identity was C. H. Hewlett, who, in 1919, was Deputy-Chairman of the Board of Directors of the Canterbury Aviation Company. Given the independent character of Hilda Hewlett, the correction brings more logic to the sequence of events. It was the son following the mother to New Zealand and not the other way around...even to Francis serving as President of the Tauranga Aero Club after his mother.

In another connection, the Admiralty announced in *The London Gazette* of June 4, 1915, the promotion of eight Flight Commanders of the RNAS to the rank of Squadron Commander. Immediately under the name of Francis Esme Theodore Hewlett was the name of Arthur Wellesley Bigsworth, the famous relative of our Hon. Secretary Warwick Bigsworth. Jolly wizard show Biggles!.....**John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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Southern Skies

The Newsletter of AHSA (NSW) Inc

March 2011 No.448

March Meeting - Change of Date Annual General Meeting

The March meeting will be held at the Powerhouse Museum on the amended date of Wednesday 9th March 2011, at 7.45pm. The venue for this meeting and most for the remainder of the year will be held in the Amenities Room, at the southern end of the Administration building, which is to the south of our normal meeting venue. Entry is still via the Macarthur Street end and car parking in the normal area. Visitors are most welcome and supper will be available after the meeting.

The meeting will feature the Annual General Meeting which will include The President's Report, The Financial Report, Election of Office Bearers and other business.

Following the AGM, a DVD on British flying aces Edward "Mick" Mannock and James McCudden in WWI will be shown. Both of these aces won the Victoria Cross along with many other decorations.

Please show your continued interest and support by attending this important meeting and enjoying the DVD, too.

Committee Meeting

A Committee meeting, commencing at 6.15pm will be held immediately prior to the March meeting.

February Meeting

Guest Speaker for the evening was John Ives, whose topic was *England to Australia by de Havilland Heron*.

In the early 1990s John received a brochure on the de Havilland Heron and advice that there were two Herons for sale in Fiji. John established a venture to conduct air tours within Australia using the Herons aircraft – hence Heron Airlines came into existence.

Only one of the Fiji Herons was suitable for service, whilst the other would be used as a source of spares. The aircraft had earlier been upgraded with the fitment of horizontally opposed 290hp Lycoming IO-540 engines with three-bladed props replacing the in-line 250hp de Havilland Gypsy Queen engines with two-bladed props.

John became aware of the availability of a Royal Navy Heron, originally one of the Queen's Flight and later as the Admiral's Barge, and placed a bid for the aircraft. Unfortunately that aircraft was sold to another buyer, but the Royal Navy offered another aircraft, with the proviso of acquiring one other. Despite numerous issues involving log books and documentation, he took ownership of the aircraft which later became VH-NJP. After a Class 5 overhaul and appropriate test flights, with a crew of four,

the aircraft departed the United Kingdom in 1993 on a 28 day ferry flight to Australia.

Bad weather over the Alps forced the aircraft to take a more southerly route than planned and it tracked via Cannes to Palermo, Sicily. A "family" member demanded a facilitation fee apart from the normal regulatory charges. John related numerous tales about the flight including meeting up with an Australian in Malta, and the uniforms of British colonial style and Lee Enfield rifles used by the officials at Alexandria, Egypt.

Maintenance issues began to develop and at Cairo, an oleo deflated and spares for such were not immediately available. On the same airport was a Boeing 707 which had been previously used by Colonel Gaddafi, but had been seized by local authorities. Fortunately the ferry engineer was able to borrow much needed oleo valves which solved the problem.

In Bahrain, an oil leak necessitated the acquisition of W120 piston engine aircraft oil. Fortunately an expatriate Australian pilot based in Oman was able to liberate such oil on the Heron crew's behalf.

The flight proceeded through India via Nagpur and Kolkata to Chittagong, Bangla Desh, but the aircraft was denied landing approval in Burma; hence the aircraft was forced to track direct to Thailand. John recalled his concern when flying through a severe storm over the Irrawaddy Delta, one engine was shut down and another was developing only about 50% power due to water in the distributor system. On arrival at Don Muang Airport, Bangkok, it was found that the distributors were completely unserviceable.

As it happened, two fixed undercarriage Mark 1 Herons, formerly operated by Air Siam, were derelict on the airport. The engineer was able to liberate several components including distributors and the flight was able to proceed. Further stops included Alor Star, Jakarta and Yogyakarta before arrival in Australia.

John believes this was the last flight on the Kangaroo Route from Great Britain to Australia in a 4-engine piston airliner. The flight took 98 flying hours over 28 days.

The aircraft was not the success it was hoped to be in Australia; it had almost 200hp less than the company's Lycoming Heron and could not carry the same payload, which was essential for the air tours operated by the company. It was put up for sale and by chance, the Emir of Sharjah, who had substantial interests in Gulf Air, wanted such an aircraft for the Al Mahatta Museum, which is built on the site of the original Sharjah aerodrome, later

RAF Sharjah. The Museum features aircraft representing early types operated by Gulf Air.

The Heron was fully restored in Australia to display condition and now shares the museum with a de Havilland Dove, DC-3, Avro Anson and the nose section of a de Havilland Comet 2.

For further information on Heron Airlines tours within Australia and overseas, visit the website at www.heronair.com.au.

Vale

Bryan Clayton

Members will be saddened to hear of the passing of long-time member, Bryan Clayton, who died on 26th December 2010 after a long illness.

Bryan will be remembered as a raconteur and in particular his entertaining talk on his time as an RAF Canberra pilot. Bryan was one of the founders of the University of the Third Age, which among many other things held regular meetings to discuss matters on aviation.

The Society has sent condolences to his wife and family.

Flying Boats

60th Anniversary Australia – South America - Australia

Between 14 March and 20 April 1951 Captain P G Taylor and crew flew PB2B-2 Catalina VH-ASA *Frigate Bird II* on an experimental flight between Australia and Chile, and return. This was the first ever air crossing of the South Pacific.

The crew members, who were required to wear uniforms specially designed by Taylor for the flight, were Captain P G 'Bill' Taylor (later Sir Gordon), Captain G H 'Harry' Purvis, Flight Officers Angus Allison (Radio Operator), Jack Percival (Executive Officer) and E D 'Blue' L'Huillier (Flight Engineer).

The flight departed Sydney and intermediate stops were made at Noumea, Fiji, Samoa, Aitutaki (Cook Is.), Tahiti, Mangareva (Gambier Islands, French Polynesia) and Easter Island (Isla de Pascua). The aircraft arrived at Valparaiso, Chile, on 27 March. The return flight departed Valparaiso on 6 April and arrived at Brisbane on 20 April.

The aircraft which undertook this historic flight is, of course, part of the Powerhouse Museum's aeronautical collection at Ultimo.

For more information on this flight, and other exploits by Sir Gordon Taylor, see the Powerhouse Museum website www.powerhousemuseum.com.

Information Wanted

Ansett Flying Boats VH-BRC Under-the-Bridge flight

Bob Smith, who is the owner of the aussieairliners.org web-site, is trying to find irrefutable evidence for the flight of Ansett Sandringham VH-BRC under the Sydney Harbour Bridge in October/November 1957. Apparently it made this flight with DCA approval as part of filming for a Cinerama movie. The camera was mounted behind the open bow hatch and VH-BRC flew approaches to Sydney Kingsford Smith Airport and flew up the coast and down into Megalong Valley as part of the filming. According to Bob VH-BRC also flew to New Zealand.

Margaret Holle, an Ansett Flying Boat Service hostess and mother to Matthew Holle, a former AHSA (NSW) guest speaker, flew on the under-the-bridge flight as a passenger and didn't enter it into her log book. The pilot and co-pilot are unknown.

Before Bob commits himself to the arduous task of seeking official information in the State and Commonwealth archives he is hoping a member may have a newspaper cutting of the under bridge flight or one of the leaflets printed to advise of the flight. Please contact Bob directly on (02)42321363 if you can help.

More Anniversaries

Golden Days!

Pan American inaugurated their new USA-Australia Boeing 'Stratocruiser' service on 7th March 1951, following preliminary demonstration flights at Melbourne and Sydney. The twice-weekly flights terminated at Sydney.

Ansett First Flight 75th Anniversary

On 17th February 1936, Ansett Airlines operated its first passenger service from Hamilton to Melbourne with Fokker Universal VH-UTO.

Loops & Landings February 2011

John Scott's *Loops & Landings* supplement to the February issue of *Southern Skies* has attracted some attention from other aviation historians. Research from different sources will often provide conflicting versions of events, particularly when they occurred over a century ago. Well-known historian, Trevor Boughton has contributed the several corrections to *Loops & Landings* and his comments are indicated below:

"The FAI was formed in 1905, coming into effect on 14 October 1905 per its website. Also the 1905 year was confirmed by notes on the Aero Club of America (The New York Times, 2 January 1910, p. AU6, "Growth of Aviation Due To Aero Club"). Before that date it is not clear whether a head body existed for balloonists (aeronauts then) who competed in international events or it was just the national aero club.

The 1919 Conference was part of the Paris Peace talks that resulted in the formation of ICAN (International Commission on Air Navigation), which under British guidance, set the framework for aircraft registration, pilot and ground engineer licencing, airworthiness etc; quite a bit of which the FAI was not responsible for under its charter.

Reference to an international conference in Chicago in 1919 is wrong. The Chicago Conference, of ICAN, was in November 1944 and with the proposal to form PICAQ set out the future policy and rules for airline services.

Today the FAI role in sports aviation remains.

During the World War I period there were three or four separate brevet systems for Australians:

- the Royal Aero Club series (the FAI delegation)
- the Australian Aero Club series (authorised by the Royal Aero Club)
- a military series whose authority is not clear (probably Royal Flying Corps)

- possibly a Royal Naval Air Service series (no examples sighted)

With regard to commercial licences in Australia, there was one register, BUT a separate listing was made for women pilots. The first entry in the female register was for Amy Johnson, licence No. 288, and not No.1 as suggested. The next 12 entries were for Australians and in the late 1930s the register appears to have been abandoned.

Recognition that a capable women pilot was as capable as the male? (see "The girls were up there too: Australian women in aviation" by Sheila Mann, 1986 p. 8)".
Trevor Boughton

Parts of Next Generation Fighter Aircraft to be built in Bankstown

The following statement was made by The Hon Jason Clare, Minister for Defence Materiel on 2 February 2011.

"The next generation fighter planes being for built Australia, the US, the UK and six other countries will have parts made in Bankstown.

The Boeing site at Bankstown Airport will be taken over by Perth manufacturer Quickstep, and is likely to inject more than half a billion dollars and lead to the creation of up to 400 jobs.

Mr Clare said \$10 million in assistance from the Federal Government had helped lure Quickstep to Bankstown. "The Joint Strike Fighter (JSF) is a long-range stealth fighter. It's the future of fighter planes and part of that will be made here in Bankstown," Mr Clare said.

"Australia is partnering with the US and seven other countries to deliver this next generation fighter plane."

Mr Clare said Quickstep had today signed a Long Term Agreement with Northrop Grumman – one of the major multi-national Defence companies building the JSF.

"That's terrific news for Bankstown. Around 3,000 of these planes are expected to be built over the next 20 years and Quickstep plans to build parts for many of them."

The Long Term Agreement is a binding agreement under which individual contracts are awarded for different components of the JSF.

The agreement now means Quickstep is in a position to secure up to \$580 million worth of work over the next 20 years, building: access panels; fuel tank covers; aircraft skins; and in-board weapons bay doors.

Quickstep has also signed a Memorandum of Understanding with Marand Precision Engineering to supply composite vertical tail skins for the JSF.

Australia has already committed to buying 14 JSF planes. A Government decision to acquire at least 58 more to form the first three operational squadrons and a training unit will be made in 2012.

Mr Clare said this agreement built on others being made to secure work for Australian companies. "I'm also happy to announce that I recently signed a Global Supply Deed with Lockheed Martin, the prime contractor on the JSF project," Mr Clare said.

"Under the agreement Lockheed Martin will put in place a team of people dedicated to finding opportunities for Australian companies on top of the JSF project. "Lockheed Martin is one of the biggest Defence companies in the world, employing 136,000 people.

"They're in charge of some big and important projects around the world and this gives Australian companies access to the work that flows out of that. "It's a chance for Australian companies to take their expertise to the world."

Last Flight RAF HS-125 Dominie

From our Northern Correspondent, Roy Fordham, comes this interesting story on the last flight of the RAF's de Havilland HS-125 Dominie.

"I thought you would be interested in this email from my good friend Colin in England, living very close to the RAF Station Waddington, in the village of Colsterworth, Lincolnshire.

This was a very busy Bomber Command airfield during WWII. Lancaster and Halifax squadrons were based there, and of much interest to me is the fact that 463 and 467 Squadrons RAAF flew from there, including a Lancaster with the nose art of "Johnny Walker". This airfield is still active to this day.

You may remember my quest in presenting a copy of the painting depicting this aircraft to the widow of the bomb aimer of this Lancaster.

I do hope the following will make interesting reading."
Roy Fordham

"So there we were on business driving east along the A52 at Bottesford on Thursday afternoon, 20th January 2011 and six black jets in squadron formation flew low across from right to left. I said to Him, "What are they?"

He said, "They must be Tornados".

I said, "They're not bloody Tornados with tails like that." We'd just witnessed the last flight of the RAF Dominie (HS 125) in squadron service. One of them was piloted by Sqdn Ldr Stuart Reid who is the brilliant guy I contacted when he was at the Battle of Britain Memorial Flight, to fix up the flypast for George Howitt, over Colsterworth. It was his last flight too, before retirement after 35 years in the RAF.

Here's a bit he gave to the Harrogate Advertiser:

"Squadron Leader Stuart Reid flew in the six-plane formation as it performed its final flypast. He said: "The aircraft was introduced in 1965 as a training platform for what were then the first generation of jet bombers for the RAF, the Victor, Vulcan and Valiant.

"It was configured in the back end for navigators to learn how to operate their kit as they would in the bombers of those days.

"It has evolved into the platform that we have today. But today, sadly, it is the last day of service. We have moved on, as it were, and there's no longer a requirement of that so that aircraft has to be retired from service."

He said it was a particularly great day personally, as he is also retiring, so the flypast was his last flight as an RAF pilot after 35 years' service in the RAF."

I particularly remember the flypast for George, not because it went off at half cock due to the Lancaster being u/s with a puncture at Biggin and we only got a very late Spitfire and Hurricane, but more because the day before was a Saturday and I just happened to be at the back door and looked left to see a VERY low and slow Dakota flying north over Colsterworth, a very unusual event.

I later learned they'd been on their way home from Biggin to Coningsby leaving the Lancaster at Biggin overnight.

They were VFR following the A1 and Stuart decided to identify George's house for the following day. None of this cost a penny, it was willingly organised for an old comrade.

Here's the BBC News item -

www.bbc.co.uk/news/uk-england-lincolnshire-12244477

On the Internet

Ralph Pettersen's Constellation Survivors Website

www.conniesurvivors.com

This site features many images and stories about various models of the Lockheed Constellation, Super Constellation and Starliner aircraft. Naturally the HARS Connie is well represented, but the restoration programs for other aircraft are well worth perusing.

Museum of Flight

www.museumofflight.org

The Museum of Flight is situated at the south end of Boeing Field, Seattle, WA USA and this web-site is a must to visit if you dream of going to this great aviation museum. There is not just information on the museum, its permanent and temporary exhibitions and various foundations, but also a wealth of data and images on the individual aircraft.

Discovery Channel: USS John C Stennis

www.tailsp.in/aircraft-carrier-uss-john-c-stennis-launching-aircraft

This 10 minute film clip of aircraft launching off the nuclear powered aircraft carrier USS John C Stennis provides a fascinating look at the efficiency of this ship. Well worth a look. The blog featuring the clip, www.tailsp.in features a number of stories and images of (primarily) American aviation.

Calendar of Events

27 February 2011 Wings over Illawarra Air Show. Wollongong NSW

1-6 March 2011 Australian International Air Show. Avalon Vic

19 March 2011 Showcase Day – Bomber and Attack, Temora Aviation Museum, Temora NSW

19-20 March 2011 AAAA Shortwing Piper Fly-in. Shepparton Vic

24-26 March 2011 Australian Light Aircraft Championships. Maitland NSW

1-3 April 2011 AAAA National Fly-in and Air Show, Echuca Vic

2 April 2011 Showcase Day – Jet Fighters, Temora Aviation Museum, Temora NSW

AHSA Meetings

Melbourne

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

Wednesday 23rd February: Roger Young will talk on the design concept and building of the first Waitamo PL-11 Airtruk, forerunner to the Transavia PL-12, and will show a 30 minute DVD that as part of his presentation. Roger was one of the team who worked on that very unconventional prototype aircraft designed by Luigi Pellerini.

Brisbane

Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome; contact Don Furlonger (07) 3371 5867.

Friday 25th February: The topic will be the long range flight of RAF Vickers Wellesleys from Ismailia, Egypt to Australia in 1938. The Wellesley featured the geodetic construction pioneered by aircraft designer Barnes Wallis, who also designed the Vickers Wellington and the Dam Busters bouncing mine used to breach the German Möhne and Eder dams in May 1943.

Long time AHSA member Dick Sanders has researched this topic and will relate to us the details of the aircraft and the flight to Australia performed by the Long Range Development Flight of the RAF. Dick's talk will also encompass aspects of the communication and navigation issues encountered on the flight.

Subscriptions

Subscriptions are now overdue for 2011. If you have not yet renewed your subscription, please use the renewal form enclosed with the December issue of *Southern Skies* and pay the modest fee at the AHSA (NSW) February meeting or send to:

The Membership Secretary,
AHSA (NSW) Inc
94 Allambie Road
Allambie Heights NSW 2100

The subscription rate for the combined AHSA (NSW) Inc and AHSA Inc membership has risen to \$58 for the year, whilst the subscription for AHSA (NSW) Inc alone remains at \$25. Please make your cheque or money order payable to AHSA (NSW) Inc.

Committee Vacancy: Honorary Treasurer

A reminder to all financial members that our current Honorary Treasurer, Keith White will not be standing for re-election to that position at the AGM. Members are requested to consider their ability to undertake this important role.

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 Trevor Boughton, Peter Coates, Roy Fordham, Antony Grage, Gareth Morgan and John Scott for their contributions to this newsletter.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Sydney at the Genesis of Australian Military Aviation - Part 1

It is hard to imagine a more spectacular introduction for military aviation to Australia than the five mile long procession from Sydney's Domain, through the city streets, under the many ceremonial arches, and out along Oxford Street to Centennial Park. It was New Year's day, 1901, the dawn of the 20th Century, and the inauguration of the Commonwealth of Australia. There, with the military units on parade, following the Royal Field Artillery and leading the Band of the Highland Light Infantry, was the Balloon Section of the Royal Engineers, fresh from an active war in South Africa. Military units, drawn from the Australian States, the United Kingdom, India and New Zealand, were in Sydney to take part in the celebrations at the birth of the new nation. Visiting troops were accommodated at the Sydney Agricultural Grounds, Moore Park. The Official Programme for the celebrations set aside January 7 & 8, for naval and military sports at the Agricultural Grounds during which the Sydney public were given their first opportunity to witness demonstrations by a military balloon unit. *Dalgety's Review* of February 1, reported: "The Royal Engineers laid telegraph poles and wires, and also made a balloon ascent. The balloon went half as high as it does in actual warfare and little advance balloons or pilots were sent ahead to test wind currents, and observations were made just as they are on the field of battle."

On November 21, 1783, Francois Pilatre de Rozier and the Marquis d'Arlandes made the first free flight in a balloon from the Bois de Boulogne, Paris. On the same day, Benjamin Franklin, who was at the time the American ambassador to the Court of Louis XVI, wrote a letter to his old friend Sir Joseph Banks, president of *The Royal Society*. (Sydney has had a long attachment to Sir Joseph through his visit to Botany Bay aboard *Endeavour*, and the naming of Bankstown and its airport). In his letter, Franklin forecast the potential for the military use of balloons: "by elevating an Engineer to take a view of an enemy's army, works, etc.; conveying intelligence into, or out of a besieged town, giving signals to distant places, or the like." His prophecy was soon fulfilled. During the period 1794 to 1897, 17 nations, in Europe, the Americas and Asia, created military balloon units in their armies. However, by the time the Royal Engineers demonstrated their tethered, gas filled, spherical balloon in Sydney, the type was becoming obsolescent.

It had long been the experience with tethered spherical balloons that they became unstable in winds exceeding 20 mph. During the last decade of the nineteenth century rapid progress was being made in the development of dirigible airships. In parallel with these developments the operators of military observation balloons in the armies of Europe experimented with new airship like shapes. The result of these experiments was the introduction of tethered observation balloons similar in shape to those eventually employed in WWI, and to the barrage balloons of WWII. At the same time as research was going on into the shapes of military balloons able to cope with winds above 20 mph, the capability of man lifting kites in strong wind conditions was also being explored. Captain B. F. S. Baden-Powell, of the Scots Guards, while experimenting with his *Levitor* kite, succeeded in lifting a man 50 ft above the ground at Pirbright Camp in the United Kingdom on June 27, 1894. However, the *Levitor* was subject to occasional dangerous sideways somersaults. Soon after, an aerodynamic breakthrough was achieved by Lawrence Hargrave at Stanwell Park in New South Wales. On November 12, 1894, Hargrave demonstrated that his new invention, the box kite, was stable in winds above 20 mph, when a string of four lifted him 16 ft into the air. Hargrave's success intensified interest in America, the UK and Europe, in the use of man lifting kites as an alternative to tethered balloons. It was ironic, in view of Hargrave's hopes for the peaceful use of aviation, that the military were among the first to take a practical interest in his work. Nevertheless, peaceful applications for box kites, such as in meteorology, and wireless technology were also quickly found overseas. Coincidentally, the advent of the box kite provided a new, stable, wing geometry for experimentation with both tethered and untethered gliders. This in turn accelerated progress with the design of the first manned aeroplanes.

Lawrence Hargrave did seek advice, on several occasions, about the possible commercial

exploitation of his inventions. But he had a genuine belief in the unselfish dissemination of ideas by all parties involved in aeronautical research, untrammelled by the restrictive use of patents. He believed that, if everyone adopted his approach, success with the first manned flight of an aeroplane would be achieved more quickly and efficiently. He was, therefore, a willing communicator of the results of his work with colleagues overseas. His research was described in the papers he delivered to learned societies, in overseas technical journals and in particular through the publication, in 1894, of Octave Chanute's, *Progress in Flying Machines*. Details of Hargrave's cellular kites were broadcast to the world. Chanute's book also contains his famous endorsement of Hargrave: "If there be one man, more than another, who deserves to succeed in flying through the air, that man is Laurence (sic) Hargrave of Sydney, New South Wales." *The Boston Aeronautical Society* made Hargrave an Honorary Member in 1896, and *The Aeronautical Society of Great Britain* made him a Life Member in 1897. During the 1890's Hargrave had kept up a regular delivery of papers to *The Royal Society of New South Wales*. Then in March, 1899, he sailed with his family for England, taking with him six cellular kites and a model soaring machine. These he presented to Colonel Baden-Powell, who was by then the Secretary of *The Aeronautical Society of Great Britain*. In London, Hargrave gave a lecture to the society on May 26. Also present at his lecture was Hiram Maxim and Percy Pilcher.

On June 23, 1899, Hargrave and his family left England on board *S. S. Omrah* for Australia, returning not to Stanwell Park but to his terrace, *Airlie*, at 44 Roslyn Gardens, Rushcutters Bay. Hargrave arrived home disappointed with the moribund state of aeronautical research he had encountered in the United Kingdom. He became even more depressed when he received a letter from Baden-Powell informing him of Percy Pilcher's death. On September 30, 1899, Baden-Powell was present when Pilcher was fatally injured in the crash of a glider he was testing near Market Harborough. The most enthusiastic supporter of aviation now remaining in the United Kingdom seemed to Hargrave to be Baden-Powell, whose interest was solely in military aviation. Even he, before the end of 1899, had sailed with his Regiment for the war in South Africa.

In January, 1901, Sydneysiders witnessed the twilight of an era of military aviation involving spherical observation balloons. A new era of military aviation had begun, driven by fresh discoveries in the field of aeronautics. The first practical flights in dirigible airships had already been achieved in Europe. The first flight in a powered aeroplane would be achieved in America within three years. In Australia it wasn't until March, 1901, that the Commonwealth Ministry of Defence took control of the State military forces to form a national navy and army. The establishment and structure of the new Australian armed forces would take years to consolidate under the influence of Australian politics, and continued dependence on the United Kingdom. Australia looked to the United Kingdom for the provision of most of its new defence equipment. It was some time before Australia imported its first military aeroplanes from England. The first military flight was at Point Cook on March 1, 1914. The aeroplane that made that flight had a pedigree going back to Stanwell Park. Charles Gibbs-Smith explains in his book, *Early Flying Machines 1799-1909*: "Far away in Australia was an isolated inventor of prime quality, Lawrence Hargrave, and his contribution was of vital importance: for in 1893 he invented the box-kite, which he first published in the same year, and examples of which he brought to Europe in 1899: this kite was to provide the Europeans with a new and successful conception of inherent stability, which – from 1905 onwards – formed the basis of the Voisin aeroplanes of 1908-10." The link continued through the association of Henri Farman with the Voisin Brothers from 1907 to 1909, followed by Farman setting up his own factory to build his first aeroplane, the *Despatch* biplane, in 1909. This was in turn the model for *The British and Colonial Aeroplane Company's* first successful aeroplane, which first flew on July 30, 1910, named simply – Boxkite.

In April, 1899, the month before Hargrave's lecture to The Aeronautical Society, a kite demonstration was given at Carlisle by a newcomer to the field, using box kites. In October, 1901, this newcomer wrote to the Under-Secretary of State for War, offering his system of kites for military use. He applied for a patent the following month, which was granted a year later. He would, in early 1912, be recommended for appointment as Administrator for Australia's first Aviation Corps, a position in which Hargrave had also expressed an interest. His stage name was Samuel Franklin Cody. **J. 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

April 2011 No.449

April Meeting

The April meeting will be held at the Powerhouse Museum on Wednesday 6th April 2011, at 7.45pm. The venue will be the Amenities Room, at the southern end of the Administration building, which is to the south of our former meeting venue. Entry is via Macarthur Street and car parking in the normal area, or immediately in front of the meeting room.

Visitors are most welcome and supper will be available after the meeting. The meeting will feature the:

Annual Aviation Trivia and Aircraft Recognition Competitions

The 28th Annual Aviation Trivia competition will be hosted this year by John Scott, who will provide the questions that will test the minds of all in attendance. Winner of the competition will receive the Slipstream Trophy and a book prize.

The 43rd Annual Aircraft Recognition Competition will be conducted by Ken Garland who will provide a selection of exotic images of civil, military and no doubt sport aircraft. Participants will compete for the Brian White Memorial Trophy, which will be awarded to the winner, and the President's Trophy will be awarded to the participant with the median score. Both will also receive a book prize.

Previous winners are reminded to return their trophies for the hand-over ceremonies. Please join us for this entertaining and light-hearted evening.

March Meeting

The March meeting featured the Annual General Meeting which included The President's Report, The Financial Report, Election of Office Bearers and other business.

President's Report

"In my President's Report for 2010 I noted that the year would continue as usual for AHSA (NSW) despite my retirement and so it did. However, 2011 is going to present the Society with some challenges due to rule changes within the Museum and the redevelopment of the Powerhouse building. In the former case the Museum's Director, Dr. Dawn Casey, has decided that only employees are able to perform the task of supervising the activities of affiliated societies and in the latter case our usual meeting place, the Learning Centre rooms, are affected by the redevelopment and are not available to us for use for the rest of the year. The combined effect of these changes is that our meeting place and date of meeting are fluid. I am

hopeful that we will be able to use the amenities area in the Harwood Building for our meetings but this will have to be approved by the Museum on a month by month basis. That we can meet on the first Wednesday of the month relies on my ability to find a Museum employee to supervise us. For this meeting I had agreement from my former colleague Andrew Grant but his availability is subject to his personal agenda. Thus it will be necessary for members to read carefully their "Southern Skies" to determine where the meeting will be held and on what date. I will endeavour to keep to a Wednesday night for all meetings.

Over the past year discussions have been held amongst members of a sub-committee to discuss the idea of amalgamation of AHSA (NSW) with AHSA (Inc.) put forward by Antony Grage, Treasurer of AHSA (Inc.). Antony's broad idea was to make AHSA (NSW) a branch of AHSA (Inc.) and, thus, financially dependent on AHSA (Inc.). The sub-committee decided unanimously that we should remain independent both organisationally and financially. However, the idea of two kindred organisations working together is a desirable goal and the relationship between the two organisations has been strengthened by a greater exchange of information and increased circulation of e-copies of "Southern Skies" and "Loops and Landings" to members of AHSA (Inc.) and I am hopeful that we will soon be able to circulate e-copies of the AHSA (Inc.) newsletter to our members. I urge members to submit research papers to AHSA (Inc.) for the journal and items for their newsletter while not forgetting material for publication in our own "Southern Skies". My thanks to those who have submitted material for the journal and for "Southern Skies."

I would like to remember Jack Maillard who passed away this year.

My thanks go to the committee members for their continued support and advice; Warwick Bigsworth, our extremely hard working, competent secretary and newsletter editor; John Scott for his ever interesting and well researched "Loops and Landings" and Keith White for his watch over the Society's finances. I would also like to thank Barry Collins' son David, for his audit of the accounts.

Thank you all for your interest and commitment to aviation history. Ian Debenham - President"

Honorary Treasurer's Report

The Honorary Treasurer, Keith White, provided the audited Financial Report for 2010. He advised that the

Society's finances were healthy, with Income for the year being \$3,547.85 and Expenditure being \$2,514.25. The Total Assets as at 31st December 2010 were \$8,751.56 and Total Liabilities were \$350. Of the Total Assets, \$350.00 was 2011 subscriptions received in advance and the Total Liabilities reflected the same amount.

Keith noted that the Surplus of Income over Expenditure was \$1,033.60, but will be noticeably less in the 2011 year because of the \$350.00 being included in the 2010 statement.

As Keith was not seeking re-election as Treasurer for the coming year, Ian Debenham thanked him for his major contribution to the operation of the Society, and in particular his management of the Society's finances.

Election of Office Bearers

The following members were elected as Office Bearers for 2011:

President and Treasurer:	Ian Debenham
Honorary Secretary:	Warwick Bigsworth
Membership Secretary:	Peter Coates
Photo Archivist:	David Eyre
General Committee:	Barry Collins Bill Holswich Roger Kennedy John Scott

It should be noted that there were no nominations for the position of Honorary Treasurer. As an interim measure, Ian Debenham advised that he would take on the role until a permanent replacement could be convinced to fill the position.

Following the AGM, a DVD on British flying aces Edward "Mick" Mannock and James McCudden in WWI was shown.

Bryan Clayton

Readers will be aware of the brief obituary in the March newsletter to Bryan Clayton, who died on 26th December 2010. Bryan's wife Janet has kindly provided some background material on Bryan, which makes interesting reading.

Bryan was born in London in 1929 to Raymond and Doris Richards. Raymond had been a pilot in the Royal Flying Corps in WWI. However both parents had died by the time he was 6 and Bryan was adopted by his aunt and uncle, Gladys and Alec Clayton. Hence Bryan took their name.

Bryan joined the RAF in 1947 and gained his wings in 1949. He was posted to Germany and was stationed at Gütersloh and Wildenrath, and visited many other places during 1950 to 1952. Bryan also took up gliding and gained his Silver "C" and several trophies.

He was posted to Oakington as a flying instructor, and later to the Central Flying School (CFS) at Little Rissington in the Cotswolds. He was awarded the Air Force Cross for test flying Vampires to determine the cause of several unfortunate incidents. He also participated in many aerobatic displays, solo and team, and at least one of his displays was televised.

In 1958 Bryan was posted to Cyprus flying photo-reconnaissance Canberra for 13 Squadron. Janet recalled

that she heard him say one day "when you are in dangerous territory, flame out one engine and pretend to be a U-2". As both the Canberra and U-2 flew at very high altitudes, the Canberra with one engine would leave a contrail like a single-engine U-2 and the Americans would get the blame if it was spotted.

Bryan and family moved back to the UK in 1960, however in 1964 he had an unaccompanied posting to RAF Khormaksar in Aden. From there, Bryan undertook a number of logistics flights to Congo, Kenya, Yemen, and the Gulf States. His last posting was in 1965 to Bomber Command at RAF Cottesmore, but as Bryan could see that his future lay in flying a desk, he took the decision to retire and migrated to Australia in 1967.

He worked with Hawker de Havilland at Lidcombe and later a Bankstown before retiring in 1991. But complete retirement was out of the question for Bryan; in 1993, he and Janet were deeply involved in the establishment and running of the University of the Third Age. Bryan participated in the organization almost to the time of his passing in December 2010. He will be missed.

Australian International Air Show Avalon 2011

This year's show was heralded as highlighting the 90th anniversary of the foundation of the RAAF. Detailed reports on activities at this year's Australian International Air Show at Avalon, Victoria are being published in other aviation magazines. However, as several members of AHSA Inc and AHSA (NSW) Inc were in attendance either as volunteers or trade visitors, the following provides a different perspective of the air show and exhibition.

AHSA (NSW) Membership Secretary, Peter Coates, was one of several volunteers assisting in the management of ground handling of display and visiting aircraft. Along with other former civil and military air traffic controllers (ATC), Peter worked in the "Ringmaster" tower near the centre of the airport, and spent some nine days in this role.

At previous shows, the operations unit coordinated aircraft parking, arranged for marshallers, refuelling and many other tasks. This time the Unit was given the responsibility for 'Ground' operations on the Taxiways and the main apron as well. Considering that amongst other operations JetStar and Tiger operate about six scheduled flights each per day in and out of Avalon, this led to some challenging traffic management issues.

The staff consisted of people with an aviation or specific ATC background. Previously the job was done from a building remote from the runway, but because of the increased role the volunteers shared the air show tower with the Airservices ATCs and the Ringmaster and his assistants, it was both noisy and crowded. Outside air show performances the permanent Control Tower, which is at a more remote site, carried out the ATC duties and the Ringmaster Tower coordinated with them by landline. There were also two remote strips, Avalon East and Avalon West, which were manned as required remotely and separately.

Of course, it was all about aircraft. Peter noted many of the aircraft types that are infrequently seen in Australia, with several not seen at all previously, and these included

USAF Boeing B-52H Stratofortress, C-17 Globemaster III, KC-135R Stratotanker, Boeing F-18F Super Hornet, Lockheed Martin C-130J Hercules, F-16 Fighting Falcon (and also two examples from Republic of Singapore Air Force), Lockheed Martin/Boeing F-22 Raptor, McDonnell Douglas KC-10, Rockwell B-1B Lancer, USN Sikorsky MH-60R Seahawk, plus RAF Boeing E-3D Sentry AWACS, Italian Air Force Alenia C-27J Spartan, RSAF Eurocopter AS332 Super Puma and Armée de L'Air CASA CN-235.

The RAAF had an extensive selection of its aircraft including F/A-18A Hornet, F/A-18F Super Hornet, Boeing 737 Wedgetail, C-17 Globemaster III, BAE Hawk, Pilatus PC-9, Lockheed Martin AP-3C Orion, C-130H Hercules and Beech King Air 350, as well as brief visits by CL604 Challenger and C-130J aircraft. The Australian Army had Sikorsky S-70 Blackhawk and Eurocopter MRH-90 helicopters on display, whilst the RAN had Aerospatiale AS.350 Squirrel, Westland Sea King and Sikorsky S-70B Seahawk helicopters.

The Australian Defence Force attempted to have one of each of aircraft currently in service, but they were obviously occupied with other requirements – a C-17 left early for Christchurch to assist in the earthquake recovery operation.

One aircraft that attracted particular attention was the Italian Air Force Alenia C-27J Spartan which is a possible Caribou replacement. Your editor observed what could be described as a "spirited" performance on the Thursday (Trade Day), only to be told of the even more spectacular performance two days prior when the aircraft carried out a loop and several rolls, some of which were over the spectator areas.

There were numerous types from the Temora Aviation Museum, including Sabre, Boomerang, Meteor, Hudson and Spitfire, whilst HARS aircraft included the Super Constellation, Neptune, Catalina and Dakota.

Also of interest, but not on display were two Canadian Convair 580s, which were stationed at Avalon on call for bush-fire fighting duties. Naturally there were many static and flying displays featuring aircraft ranging from the sport aviation category through utility, private, corporate and transport types. Organizations including Australian Army, RAN, RAAF Museum, Mission Aviation Fellowship, Salvation Army, Sport Aircraft Association, to name but few, all had static exhibitions.

The Trade Pavilions were well worth a visit during the Trade Days, not only to escape the strong wind and frequent showers, but also to view a number of interesting exhibits. Major manufacturers including Airbus, Bombardier, BAE, Lockheed Martin and Russian Helicopters were featured, whilst simulators and radar displays, particularly by SAAB also attracted much attention. The US and Canadian Departments of Trade also had extensive displays, as did Australian organizations such as Airlines Australia, AMSA and CASA. Not surprisingly, most trade representatives had closed their displays or reduced staff and brochures to a minimum before the show was open to the public on the Friday afternoon.

Despite the adverse weather on the trade days, attendees would have found the show most enjoyable.

In Search of the Japanese "Flies"

(With apologies to John Scott)

Well known Victorian aviation historian, Gary Sunderland has contributed the following story, which will be of interest to followers of John Scott's *Loops & Landings*.

As young children, the brothers Otto and Gustav Lilienthal were fascinated by the flight of storks near their home at Anklam in Germany. As young men they experimented with large model ornithopters (flapping wing aircraft) without success.

In 1881, Gustav migrated to Australia. Otto remained in Germany, got married and eventually had some success in manufacturing small steam boilers and engines.

Gustav does not report where he went in Australia, how he was employed, but he does describe how he tried to construct an enlarged model of "small flyers moved by a rubber spring, then much patronized (sic) and known as Japanese Flies".

Presumably, the "Japanese Flies" were some sort of small rubber toy ornithopter which were popular at a time in the period 1881-1886.

Gustav returned to Germany in 1886 and joined his brother Otto in experiments with fixed wing gliders, but still with the stork planform. The gliding experiments were conducted at various sites from 1893 to 1896, during which Otto made hundreds of glides for a total of five hours in the air. The brothers had decided to cease the gliding activity and revert to their research into ornithopters when Otto was killed during what was planned to be his last demonstration of gliding.

In the 1911 introduction to the English-language edition of *Birdflight as the Basis of Aviation*, Gustav Lilienthal notes that the Wright Brothers had also experimented with the "Japanese Flies", with an equal lack of success in developing the toy at a larger scale.

It is recorded that in about 1883 Milton Wright presented the boys with an Alphonse Pénaud "hélicoptère" from France. The boys were then aged thirteen and nine years. They had great enjoyment with this toy helicopter and built and flew several improved models of their own. These simple models are essentially a stick with a propeller at each end and powered by a twisted rubber band between. Somewhere they must have recorded their experience with the "Japanese Flies" which evidently were less successful.

At this time the Pénaud toy factory in France was selling many sorts of toy aircraft, including helicopters, gliders and aeroplanes, called "Planophores" by the maker. Pénaud also flew a model ornithopter in 1872 which was essentially the same as most model ornithopters built from that time to the present.

After Otto died, Gustav devoted the rest of his life to building a number of full-sized ornithopters, none of which took to the air with a pilot on board. Thus the ornithopter remains the only category of aerodyne (heavier than air aircraft) which has flown in model form, but has yet to demonstrate a manned development. Pénaud's toy aircraft are reasonably well-known and documented, but the "Japanese Flies" remain a mystery.

Gary Sunderland

Anniversary

The RAAF celebrates its 90th anniversary on 31st March 2011. Negotiations between Army, Navy and Defence officials from 1917 to 1921 resulted in the Australian Air Force being formed on 31st March 1921. King George V approved the prefix "Royal" in June 1921 and became effective on 31st August 1921. The RAAF then became the second Royal air arm to be formed in the British Commonwealth, following the British Royal Air Force. When formed, the RAAF had more aircraft than personnel, with 21 officers and 131 other ranks and 170 aircraft.

Every Six Minutes

On 7th May 1951, an Auster Autocar lifted off from Madang on Papua New Guinea's northern coast to initiate the then Missionary Aviation Fellowship's (now Mission Aviation Fellowship [MAF]) first air service in the Asia Pacific region.

From those humble beginnings has grown a sophisticated and highly efficient operation that, together with the wider partnership of MAF around the globe, maintains a flight schedule that rivals the largest of the world's airlines.

It is estimated that throughout the year, on average, a MAF aircraft takes off from a remote airstrip somewhere in the world every six minutes.

Saturday 7th May 2011 will mark 60 years since that first historic flight in PNG. To celebrate this milestone, former MAF pilot Ron Watts has volunteered to carry out 100 flights in his Beech 19A Musketeer from Albion Park aerodrome over a ten-hour period. In the process, he hopes to set an Australian record for the most flights by one pilot in one aircraft in one day.

Ron is seeking sponsors to support MAF; souvenir postcards will be carried as airmail on the 100 flights and posted on the conclusion. You can support Ron for just \$1 each flight online at www.maf.org.au or phone 1800 650 169. *Courtesy MAF News March – May 2011.*

Vale

Jack Iggulden

John Manners (Jack) Iggulden, an Australian gliding champion, who played a major role in creating the Gliding Federation of Australia (GFA) in 1949, died on 21st February 2011.

He was born in Melbourne on 12th February 1917. After learning to glide, Jack and his brother Bill joined Geoff Richardson, a pioneer of the sport in Australia and flew their gliders at various locations around Victoria.

In 1944, the Iggulden brothers initiated the formation of the Victorian Motorless Flying Group and Jack was one of three instructors. In 1949, he played a leading role in persuading the then Department of Civil Aviation to allow the GFA to conduct its own affairs with respect to safety matters.

Iggulden compiled the GFA manual of safety procedures, which has contributed to the high level of safety in Australian gliding. He was a founding member of the National Gliding School at Gawler, South Australia and its director for several years. He created the Australian standards for instructing and airworthiness.

He was the Australian gliding champion in 1959 and in 1963 represented Australia at the World Gliding Championships in Argentina.

Jack continued working and gliding until his mid-80s and remained active in civic and environmental matters. He hosted a weekly radio program that ran for many years on an FM station at Bellingen, NSW. His company sponsored live performances by jazz artists, which led to the Bellingen Jazz Festival.

Abridged from the Sydney Morning Herald; written by Kelly Rees and Alan Patching AM.

Calendar of Events

1-3 April 2011 AAAA National Fly-in and Air Show, Echuca Vic

2 April 2011 Aircraft Showcase – Jet Fighters, Temora Aviation Museum, Temora NSW

16 April 2011 Aircraft Showcase – Piston Fighters, Temora Aviation Museum, Temora NSW

17 April 2011 Easter Bilby Lunch Fly-in. Queensland Vintage Aeroplane Group, Kilcoy Airfield Qld

1 May 2011 Grand Air Show, Whitsunday Airport's 50th Anniversary. Shute Harbour Airport, Qld

1 May 2011 David Hack Classic Meet. Wings and Wheels of Yesteryear, Toowoomba Qld

7 May 2011 Aircraft Showcase – Forward Air Control, Temora Aviation Museum, Temora NSW

14-15 May 2011 Sydney Aviation Model Show, Bankstown Airport NSW

AHSA Meetings

Melbourne

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

Brisbane

Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome; contact Don Furlonger (07) 3371 5867.

Subscriptions - Final Reminder

Members are reminded that Annual Subscription renewals are now overdue. For those who have not yet renewed their subscriptions, another Membership Renewal Form is enclosed. This will be the last issue of *Southern Skies* delivered to you if you do not renew your subscription.

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 Janet Clayton, Peter Coates, John Scott, Gary Sunderland and Keith White for their contributions to this newsletter.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Sydney at the Genesis of Australian Military Aviation - Part 2.

Members of a group of Sydney based citizens and politicians, who were destined to set Australia on the path to establishing its own air force, could be identified on December 17, 1903, the day the Wright Brothers first flew at Kitty Hawk. On the previous day, Australians had voted at a general election for members of the second Federal Parliament. Lawrence Hargrave was a Free Trade voter in the electorate of Wentworth. At the time, he had been living in his new house at 58 Wunulla Road, Woollahra Point, for more than a year. Another voter in Wentworth was George Augustine Taylor, who was then living with his parents at 25 Penkivil Street, Bondi. Late in the evening on election day, the Free Trade candidate and new member for Wentworth, 26 years old William Henry Kelly, was carried shoulder high from the Paddington Town Hall onto a tram in which he returned to the city. The next day, Thursday December 17, another Free Trade candidate, Joseph Cook, the sitting Member for Parramatta, wrote a letter which was later published in *The Liverpool Herald*, thanking the voters of his electorate for returning him to parliament. During the next few years, Cook and Kelly spoke frequently on defence matters, particularly in relation to the structure and financing of the Australian Navy.

Following the rising of the Houses for the Christmas recess of 1908, Alfred Deakin negotiated a fusion of the members of three non-Labour groups, (spelling changed to Labor in 1912), which included Cook and Kelly, to challenge the six month old first Fisher Labour government with a vote of no confidence. This resulted in Fisher's resignation, and the Governor-General calling on Deakin to form a new Fusion government. Deakin took office, for the third time as Prime Minister, on June 2, 1909, appointing Joseph Cook as his Minister for Defence. The Fusion government then entered a period of significant achievement, which lasted until the next general election on April 13, 1910. This happened to coincide with the most active period in the life of *The Aerial League of Australia*, and the most fruitful period of political influence of its creator, George Augustine Taylor. During the life of the Fusion Government, the first aeroplane flights took place in New South Wales, South Australia and Victoria. Joseph Cook's Defence Act 1909, laid down the principles of compulsory military training for home defence, and the establishment of a military training college. The Fusion government invited Lord Kitchener to report on Australia's defence, and Cook took charge of his visit. Cook also concluded, with the United Kingdom, the agreement that established the Royal Australian Navy. As early as June, 1909, he was persuaded by George Augustine Taylor's argument for a Commonwealth prize for the successful inventor of a flying machine for military purposes. This was the first manifestation, in Australian political history, of acceptance that aeroplanes might play a part in national defence.

Going back to November and December, 1903, there was not much news concerning aviation in Sydney's papers. It was reported that Andrew Barr of Doodlakine in Western Australia had patented a flying machine for military purposes. Then there was news of Mr S. F. Cody, the inventor of the war kite, who had just crossed the English Channel from Calais to Dover in a collapsible boat, drawn by a kite. Finally it was noted that the Royal Engineers had deployed a captive balloon unit to the garrison at Gibraltar to enable observation of activity across the border with Spain. There was no hint that anything momentous concerning aviation had taken place in America. It was well into the New Year before Lawrence Hargrave alerted *The Daily Telegraph* by giving their reporter the copy of a cutting from *The Chicago Daily News* sent to him by Octave Chanute: "On the 17th of December, 1903, Messrs Orville and Wilbur Wright made some successful experiments at Kitty Hawk N. C. with an aeroplane propelled by a sixteen horsepower four-cylinder gasoline motor and weighing complete not more than 700 lb." Since December, 1903, Hargrave had been suffering from typhoid fever. He did not recover his full energy until October, 1904. Therefore, he was in no condition to expend much time making his fellow citizens aware of the true significance of the Wright's achievement. In any case, Orville and Wilbur were now concentrating on organising patents, and progressing the design and construction of their next series of aeroplanes. Secrecy had already cloaked their activities. For the next five years, Sydney was

more aware of the progress of aviation in Europe and the United Kingdom rather than anything happening in the New World.

The Sydney Morning Herald, June 18, 1904, published a review of Alberto Santos-Dumont's recent book, *My Airships*, which detailed his success to date, and foreshadowed that; "we are all to be air-travellers before long." The reviewer ended his article with a warning: "It will strike some observers, however, as a regrettable thing that this newest development of human enterprise is to be used, like its predecessors, in destructive work or in the assistance of warring humans against their brothers. France has acquired the right of making the air-ship a weapon of war." Sydney's papers continued to follow the success of Santos-Dumont, the Herald reporting on October 26, 1906, that: "a new aeroplane constructed by M. Santos Dumont, has been tried at Longchamps, Paris. It flew a distance of 70 yards at a height of 6 feet."

1908 would prove to be a momentous year for the aeroplane. It started with the bidders, on a specification for the U. S. Army's first military aeroplane, working feverishly to finalise their submissions before the February 1 deadline. At Woollahra Point, on January 27, Lawrence Hargrave was writing a letter to a colleague, Mr G. H. R. Salmon of Chaseleigh, South Croydon, England. He was reflective, disillusioned, and not a little bitter: "Perhaps you remember that in 1899 I brought to England some excellent cellular kites and described minutely their construction at a meeting of the Aero. Soc. of G. B. where all the kites were exhibited. I presented all the kites to Major Baden Powell and he passed them on to the A. S. G. B. for public use. Blue Hill, (a meteorological observatory near Bayonne, New Jersey), had then just found out that the cellular kite was all I said it was, and used it accordingly. Do you know what became of those kites? Can you give me a reason why we so frequently hear of the Blue Hill, the Assmann, and the Cody Kites, and what – are they superior to mine? Santos Dumont and Farman also use cells for their aeroplanes, and every one else must adopt cells eventually. In the face of this, how does it come about that never a word is heard of who made these things possible?"

Samuel Cody was back in the Sydney papers on October 19, 1908: "The Army aeroplane at Aldershot fell 20 ft while making an experimental flight and was wrecked. Mr Cody, the American aeronaut, attached to the balloon factory, was thrown out, but was not hurt." However, what made 1908 a momentous year was the month of August. In that month the Wright Brothers finally went public on two continents. Having been successful with their bid to supply the U. S. Army's first military aeroplane, Orville brought the specially built Wright Flyer to Fort Myer, Virginia, to prepare for the army flight trials. At a racetrack near Le Mans, France, on August 8, Wilbur made his first flights in Europe on a Wright Model A. He caused a sensation by demonstrating his mastery of the air. On December 31, he made a flight exceeding two hours, thereby winning the Michelin Cup for the longest flight of 1908.

Back in Sydney, Lawrence Hargrave was following the rapid progress in aeronautics with mixed feelings. It would have been heartening to receive some acknowledgement from his peers, recognising his contribution to the achievements unfolding overseas. Instead he was forced to suffer the indignity of ongoing rejection by technical institutions in his home town, which refused to find a home for his precious models. *The Sydney Morning Herald* took up his cause in a long editorial on December 10, under a heading, CONQUEST OF THE AIR, AUSTRALIAN INVENTOR LAWRENCE HARGRAVE'S GREAT WORK, PRAISE FROM ABROAD. Again, in another substantial editorial on December 26, titled CONQUERING THE AIR, the Herald summarised the significance of: "Wilbur Wright's most recent aeroplane flight at Le Mans...and other numerous events chronicled in the cables recently." George Augustine Taylor, the editor of the Sydney based architecture and engineering journal, *Building*, also decided to publish an article on the emerging technology of aeronautics, starting with the March, 1909, issue. On February 18, he wrote to Hargrave suggesting they meet to discuss his proposed article. Hargrave confided in Taylor his experience of: "the bedrock feelings of Sydney people to one who has lived among them for 42 years and yet is not one of them." Taylor was deeply affected by the treatment suffered by Hargrave, and became obsessed with the need to remedy the situation. He added a second article on aviation to the March issue of *Building*, devoted to Lawrence Hargrave, which he titled, AUSTRALIA AND THE AEROPLANE – THE YOUNGEST NATION SOLVES THE PROBLEM OF THE AGES – A PLEA FOR NATIONAL SELF RESPECT.....**John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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Southern Skies

The Newsletter of AHSA (NSW) Inc

June 2011 No.451

June Meeting

The June meeting will be held at the Powerhouse Museum on Wednesday 1st June 2011, at 7.45pm. The venue will be the Amenities Room, at the southern end of the Administration building, which is to the south of our former meeting venue. Entry is via Macarthur Street and car parking in the normal area, or immediately in front of the meeting room.

Visitors are most welcome and supper will be available after the meeting.

This meeting will be a Members' Night featuring the usual Buy, Swap, Sell, Show and Tell. At the same time it will be our chance to acknowledge 1936 as a very special year in aviation history. Any member with ephemera, artifact or a story related to 1936 is invited to bring it along to share with us at the meeting.

Seventy five years ago, Ansett Airways Pty Ltd inaugurated its Hamilton – Melbourne service, Australian National Airways Pty Ltd was formed, as was Mandated Airlines Ltd and Aer Lingus. Aircraft manufacturer, Commonwealth Aircraft Corporation came into being. It was also the year of introduction of American airliners into Australian service, with Holyman's and the Douglas DC 2, Airlines of Australia and the Stinson Model A, and Guinea Airways with the Lockheed 10 Electra. The Australian Civil Aviation Board replaced the Civil Aviation Branch in 1936, heralding increased funding for administration and facilities associated with aerodromes and air transport safety. The Brisbane–Adelaide air race was run to commemorate South Australia's centenary.

It was a great year for women pilots with Amy Mollison, Beryl Markham, Jean Batten, and Louise Thaden all setting long distance flight records. Not so good for men with the deaths of Jimmy Melrose, General Billy Mitchell, Louis Bleriot, Hiram Maxim and Juan de la Cierva.

There were a remarkable number of first flights of prototype military aircraft during the year, influenced by the realisation that war in Europe was a strong possibility. Some of the aircraft on the list of first flights are: LZ 129 Hindenburg; Supermarine Spitfire; Fairey Battle; Armstrong Whitworth Whitley; Fiesler Storch; Messerschmitt Bf 110; Consolidated Catalina; Vickers Wellington; Westland Lysander; Focke–Wulf Fw 61 helicopter; Short Canopus 'C' Class flying boat; Nakajima Ki-42; Junkers Ju 88, and the ANT-42 four engine bomber.

During the evening a short compilation of newsreel films will be shown which sets the year 1936 in its Australian social context. It is fascinating to see how much Australia has changed in seventy five years. The films show glimpses of the Brisbane–Adelaide air race; the Flying Doctor Service; the unveiling of a memorial to Bert

Hinkler at Bundaberg; the introduction of the Stinson Model A; the commencement of the Commonwealth Aircraft Corporation and the rescue of Lincoln Ellsworth from the Antarctic.

This is a meeting at which members will be able to immerse themselves in the history of the Golden Age of Aviation.

May Meeting

The Guest Speaker was Michael Waterhouse, whose topic was: *Commercial Aviation in the 30s – How New Guinea led the world.*

Michael introduced his talk with the scenario of Pard Mustar's flight in DH-37 G-AUAA from Rabaul to Lae on 31st March 1927. Little did Mustar know that within 7 years, New Guinea would be the world's leading country in the carriage of air freight and have four of the world's busiest airports.

Of course it was gold that brought Mustar and prospectors to New Guinea. Gold had been discovered in the Morobe District and in particular at Edie Creek, which was a 6 to 8 day trek from Salamaua, and entailed many vertical climbs and descents. Cecil Levien, a former District Officer, believed that the alluvial flats in the area were full of gold and ideal for dredging.

Mustar flew the DH-37 to Wau on 19th April and was thus the first aircraft to land at the goldfields. The second aircraft to enter service in the goldfields was an Airco DH-4, G-AUCM, flown by Ray Parer. Many other light aircraft types carried men, equipment, mail and food into the mining areas, but the need to bring in the huge dredges piece by piece was a major challenge. A major improvement in payload occurred with the introduction of the Junkers W.34, which had a payload of 2,000lb – three times that of the DH-37. But it was the introduction of the Junkers G.31 which enabled Bulolo Gold Dredging to be able to transport the dredges into the valley.

On 31st December 1930 the first G.31, VH-UOU "Paul", was delivered, and after assembly, flew on 31st March 1931. The aircraft and two others were acquired by Bulolo Gold Dredging and operated on its behalf by Guinea Airways, whilst Guinea Airways also acquired another G.31 for its own use.

Many interesting statistics were provided during the talk, including busiest aerodromes by weight of cargo, and by movements; the numbers of aerodromes in the territory; numbers of trips and tonnages carried to name but few.

Michael's talk was supported by an excellent range of images, including charts of the area, Wau aerodrome,

Salamaua, many of the aircraft involved, the gold mining activities, the dredges and much more.

Not a Poor Man's Field can be purchased through all good bookshops for \$59.95 RRP, or via the web-site <http://www.notapoormansfield.com> for \$50 plus P&P. Michael has advised that there is a substantial amount of additional information on the website, such as a photo of the G31's controls. A click on 'Aviation' on the right menu, will take you to Aviation Photos. The headings there are structured as per by the book. Click on the individual thumbnail photos and they will expand. Click on either of the other two headings: 'documents' or 'statistics', this will also reveal historical articles, such as Mustar's one on *The World's Worst Aerodrome*. Most of this material is very difficult to obtain anywhere.

The statistics are tables that Michael compiled and so are not available anywhere else; some were the basis of graphs that were shown during Michael's talk. Anyone interested can "register for updates" at the bottom of the right menu. Michael will email registered people when the website is updated.

Electronic Newsletter

In order to keep up with modern technology and to keep our costs to a minimum, the Newsletter is available to subscribers via E-mail. At present, subscriptions will remain the same as for the hard copy version, i.e. \$25 per annum. If you would prefer your copy via E-mail, please advise me at madsen2010@optusnet.com.au.

Trivia Quiz Answers

The answers to John Scott's Trivia Quiz this year are indicated below.

Date	Pilot	Aircraft	Place
30.09.15	G.P. Mertz	Caudron GIII	Nasiriyah, Iraq
23.09.20	W.J. Stutt	DH9A	Bass Strait
12.07.21	H.G. Hawker	Nieuport Goshawk	Hendon, UK
11.01.22	H.J. Butler	Avro 504K	Minlaton SA
04.12.34	C.T.P Ulm	Airspeed Envoy	At Sea off Hawaii
05.07.36	C.J. Melrose	Heston Phoenix	Melton, Vic

Every Six Minutes – The Result

Pilot Ron Watts has set an Australian record for the number of aircraft landings in one day, taking off and landing 102 times from Illawarra Regional Airport on May 7, to mark the 60th anniversary of the Mission Aviation Fellowship (MAF).

Ron Watts, who is MAF's national bequest manager, flew his Beechcraft 19A in a marathon five sessions of 20 circuits from 7am, before finishing at Bankstown Airport at 5pm that afternoon. "If someone hears about it [the record] they might think they can beat it. Then the challenge will be for me to beat that," Ron said.

The record achievement was intended to mark the 60th anniversary of MAF's first ever flight on May 7 1951 to Madang, Papua New Guinea, and aimed to raise at least \$10,000 for the organization in sponsorship donations.

October Meeting

The October meeting will feature talks by up to three members on their special interests or research. One

volunteer has already come forward; so if you are also willing to present a short talk on your pet aviation subject, please advise John Scott or Warwick Bigsworth of your availability.

Calendar of Events

4 June 2011 Aircraft Showcase – Korea, Temora Aviation Museum, Temora NSW.

18 June 2011 Aircraft Showcase – World War II, Temora Aviation Museum, Temora NSW.

25 June 2011 Queensland Vintage Aeroplane Group, 80th anniversary of the Tiger Moth Fly-in. Watts Bridge Qld.

2-3 July 2011 Open Cockpit weekend, Queensland Aviation Museum, Caloundra Qld.

6 July 2011 AHSA (NSW) Inc monthly meeting, guest speaker: Juanita Franzi, aviation illustrator.

3 August 2011 AHSA (NSW) Inc monthly meeting, guest speaker: Capt Val St Leon, Lockheed L749 Constellation.

19-21 August 2011 Wide Bay Australia International Air Show, Bundaberg Qld

AHSA Meetings

Melbourne

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

25 May 2011: Bruce Read will talk about early days at Moorabbin, and flying Ansons with Flinders Island Airlines. Bruce later joined TAA, flying all around Australia and becoming a senior captain. Nowadays he is instructing on simulators for Boeing in Australia. (Bruce Read was scheduled to speak at the April meeting but was detained at the last minute; his place was ably filled by Jim Barton who spoke of his time as a TAA pilot, on route surveys and scheduled flights).

22 June 2011: Barry Colledge and Dave Anderson will present their "Aviation Quiz with Pictures" – seldom simple questions, but always fun discussing the answers!

Brisbane

Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome; contact Don Furlonger (07) 3371 5867.

Friday 27 May 2011. Long serving member, Dick Sanders, will speak on the topic: *The Development of Aviation Gasoline*. Such matters as the concept of high octane ratings, the need for rich mixtures, and the blending of tetra-ethyl-lead will be covered. His talk will also be supported by some Shell Company DVDs.

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, John Scott and Michael Waterhouse for their contributions to this newsletter.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Melbourne at the Birth of Australian Military Aviation - Part 1.

Suspend belief for a moment and enter the world of the hypothetical. The Commonwealth Government, through its corporation, Airservices Australia, has contacted AHSA Inc. informing its intention to place a memorial at the location of the birthplace of Australian aviation. The initiative is to be part of the national commemoration of the Anzac Centenary. The date for the unveiling ceremony is to be the centenary of the death of Lawrence Hargrave, July 6, 2015. Hargrave has been chosen for this honour because his inventions inspired the designers of aircraft in which members of the Australian Flying Corps fought and died during W.W.I. He has also been selected to represent the suffering of the Australian civilian population through the death of his only son, Geoffrey, at Gallipoli on May 25, 1915. Airservices has asked AHSA Inc. to identify the location of the birthplace of Australian aviation so that the long term planning for the memorial can proceed. After some deliberation the special committee, appointed for the purpose by AHSA Inc., advises Airservices that the memorial should be located on the edge of the beach at Stanwell Park, close to the spot where Hargrave was carried aloft by his box kites on November 12, 1894.

Back in the real world, it may come as a surprise to AHSA (NSW) Inc. members that the birthplace of Australian aviation was identified, and a memorial plaque unveiled at the site, over forty years ago. It is not Stanwell Park, North Narrabeen, Victoria Park Racecourse, Diggers Rest, Mia Mia or even Bolivar. It is located at the corner of Pier and Railway Streets, Altona, about nine miles, as the Bristol Boxkite flew, from the heart of Melbourne. The commemorating plaque reads as follows:-

- ALTONA -

BIRTHPLACE OF AUSTRALIAN AVIATION.

FROM AN OPEN AREA WEST OF THESE BUILDINGS,
ON FEBRUARY 18TH 1911, MR. J. J. HAMMOND MADE THE
FIRST OF A SERIES OF SUCCESSFUL FLIGHTS WITH A
BRISTOL AEROPLANE FITTED WITH A 50 HORSE-POWER
GNOME ENGINE.

MR. HAMMOND'S FLIGHTS INCLUDED:-

THE FIRST CROSS COUNTRY (GEELONG AND RETURN),
PASSENGER AND CHARTER FLIGHTS IN AUSTRALIA.
THESE AND OTHER DEMONSTRATIONS INFLUENCED
THE COMMONWEALTH GOVERNMENT TO PURCHASE
TWO BRISTOL AEROPLANES AND ESTABLISH POINT
COOK IN 1914.

ERECTED BY THE ALTONA HISTORICAL SOCIETY 6-12-1969.

The information on the plaque ignores the earlier, French invasion of Altona, the planning for which started about the middle of 1910. Gaston Cugnet was thirty one years old when he commenced training at the Bleriot School of Instruction near Paris for his Aviator's Certificate. He received Certificate No. 140 from *The Aero Club de France* on July 19, 1910. By this time Louis Bleriot had experienced significant success with sales of his Bleriot XI as a result of the publicity of his cross Channel flight. He had already sold two monoplanes to Australian customers. What was now in prospect was the more lucrative sales to the armed forces of national governments as they commenced the establishment of aviation corps for the first time. Australia was seen as a nation potentially in need of military aeroplanes, and Bleriot intended to explore the market. Gaston Cugnet was familiar with the ways of the British Colonies, having spent some time in South Africa, and was, therefore, an ideal recruit for the Bleriot sales team as its demonstration pilot. He had barely qualified as an aviator when he accepted Bleriot's offer. In early August he boarded the P. & O. steamship, *R. M. S. China*, at Marseilles, bound for Melbourne. Travelling with him were M. Maxine Dupont, M. Bleriot's representative, and M. G. Tennant, another member of the team. They were to be joined in

Australia by Mr Erskine Scott representing Pathe Freres, Bleriot's Australian agent, and M. R. D. de Marigny, an aeronautical engineer. The remainder of the team sailed from Antwerp in September, on board *S. S. Griefswald*. This consisted of a Bleriot XI in the charge of mechanic M. Charles Ercole, and M. R. Cugnet, a brother of Gaston. There is no doubt that the planning of this formidable assault on the Australian market did not go unnoticed by The British and Colonial Aeroplane Company. Bristol soon put together its own sales mission and headed for Australia, finally arriving in Melbourne five months behind Bleriot.

Gaston Cugnet and his companions arrived in Melbourne on September 5, 1910. They were followed a month later by the Bleriot XI and its mechanic, M. Ercole. Following his victory at the general election on April 13, Andrew Fisher was again Prime Minister with Senator George Pearce his Minister for Defence. With its aeroplane and personnel now established in Melbourne, the Bleriot sales team requested a meeting with Senator Pearce to discuss the creation of a flying school as a preliminary step towards the formation of an Australian aviation corps. The meeting took place on Thursday October 13. The proposal put to the Minister offered Gaston Cugnet as Chief Flying Instructor, at no charge to the Commonwealth, provided Bleriot supplied the training aeroplanes, which would number five or six initially. It would be necessary for the Commonwealth to provide a suitable area of "good flat ground" for the flying school, as well as sheds to house the aeroplanes. A further incentive offered by M. Dupont was to act on the power of attorney he held from Bleriot to dispose of the Australian rights, to build the aeroplanes required, to a syndicate which would set up a factory in Australia. At the end of the meeting, Senator Pearce said that he would submit the proposal to his military advisers who might call for further information, and the matter would be given further consideration. It was, he said, an important matter, as other armies of the world were establishing such corps.

After being unloaded from the *S. S. Griefswald*, the Bleriot XI was taken to Moonee Valley Racecourse and installed in its canvas hangar at the rear of the Ladies Refreshment Pavilion. Moonee Valley had experienced an unhappy attempt at aviation earlier in the year, when Ralph Banks did some damage to Lawrence Adamson's Wright biplane in what Banks described as, "a mere backyard for an aeroplane." It was important for the French mission to stage a convincing flying display, without mishap, to demonstrate the reliability of aeroplanes to the Australian Government and public. It was decided that the Moonee Valley Racecourse would be too risky. A wider search in the vicinity of Williamstown Racecourse discovered a suitable open area within the Altona Estate, a real estate development still recovering from the Victorian property collapse of the early 1890's. In 1910, the owner of the venture, *Altona & Laverton Bay Freehold Investment Co.*, Mr W. H. Crocker, was happy to place the land at the disposal of the Bleriot team for the purpose of its flying displays. The site was readily accessible to the public by rail, and by boat to the Altona Pier.

One hundred years ago French mechanics were highly protective of the aeroplanes in their care. Houdini was not allowed to fly at Diggers Rest before Antonio Brassac had judged it safe to do so. Brassac kept Houdini and his Voisin earthbound for weeks waiting for suitable calm conditions. It was no different at the Altona Estate before Cugnet was allowed his first test flight. A reporter from *The Argus* wrote: "When the wind blows Mr Charles Ercole, Mr Cugnet's mechanic, gives an extra turn to the flap-ropes, (holding down the Bleriot's canvas hangar), 'You can get anozair day.' he says in his cheery broken English, 'but anozair engeene - no, not so easy. Just a low skim then - fizz! A strong gust, up he go, down he come, and plompl - 50,000 francs gone.'" However, the big day did eventually come, on Tuesday November 15. Ercole made Cugnet wait until almost seven o'clock in the evening for the perfectly still conditions he was looking for. Cugnet taxied about half a mile to the west and turned to make his take-off run towards Williamstown and over the heads of the crowd of spectators. He then carried out a wide left hand circuit at a height of about 200 ft. Turning onto his landing approach he: "soared over a clump of trees, swooped down and cleared a fence, and then coming back to the middle of the paddock again ended his brilliantly successful flight by landing safely. The landing was effected by a downward dive, a check when within 20 ft of the earth, and then a gliding descent until the wheels took the weight." The flight had taken only seven minutes, but it was the first in Australia by a pilot holding an internationally recognised Aviator's Certificate...**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

July 2011 No.452

July Meeting

The July meeting will be held at the Powerhouse Museum on Wednesday 6th July 2011, at 7.45pm. The venue will be the Amenities Room, at the southern end of the Administration building, which is to the south of our former meeting venue. Entry is via Macarthur Street and car parking in the normal area, or immediately in front of the meeting room. Visitors are most welcome and supper will be available after the meeting.

Guest speaker will be well-known aviation illustrator Juanita Franzi whose topic will be:

Illustrating History

In 1994, Juanita established Aero Illustrations to provide quality technical illustrations and diagrams for the manufacturing, design and publishing industries.

Originally trained as an industrial designer, she worked in design consultancies for 10 years before specializing in technical illustration. During this time she gained a solid background in mechanics and basic engineering, and developed a keen understanding of all aspects of design. She has since further developed her artistic skills and her digital illustration style has evolved. Juanita's technical aptitude and background in industrial design allows her to bring together art and science when she produces an illustration.

Many members will be familiar with the UK publication "*Aeroplane*", and its Database section which regularly showcases Juanita's work. In 2010 several of the books she'd worked on were published: Mark Lax's book, "*From Controversy to Cutting Edge*" published by the RAAF in time for the F-111's December retirement; and Museum Victoria's book "*A Flying Life*" released to coincide with the anniversary of the first flight of John Duigan's aircraft.

Juanita is passionate about aviation history and the potential for using illustrations to record history and to make it accessible. In her work she strives not only for accuracy but to also inspire enthusiasm in others.

She will talk about how she became an aviation illustrator, and with the help of a slideshow she will go through the processes she uses to prepare her profile and narrative illustrations. Please join us for an evening of another interesting facet of aviation.

Committee Meeting

A Committee meeting, commencing at 6.15pm will be held immediately prior to the July meeting.

June Meeting

The meeting was a Members' Night with the usual Buy, Swap, Sell, Show and Tell, however that was

overshadowed by the excellent film, *A Year to Remember 1936*, provided by John Scott.

John also introduced the meeting with a description of "firsts" that occurred in 1936: Ansett Airways Pty Ltd inaugurated its Hamilton – Melbourne service; Australian National Airways Pty Ltd was formed, as were Mandated Airlines Ltd and Aer Lingus. Aircraft manufacturer, Commonwealth Aircraft Corporation came into being. It was the year of introduction of American airliners into Australian service, with Holyman's and the Douglas DC-2, Airlines of Australia and the Stinson Model A, and Guinea Airways with the Lockheed 10 Electra. The Australian Civil Aviation Board replaced the Civil Aviation Branch in 1936, heralding increased funding for administration and facilities associated with aerodromes and air transport safety. The Brisbane-Adelaide air race was run to commemorate South Australia's centenary. Winner of the race was Reg Ansett, whilst the winner of the Women's Section was a young Nancy Bird.

There were a remarkable number of first flights of prototype military aircraft during the year, including LZ 129 Hindenburg; Supermarine Spitfire; Fairey Battle; Armstrong Whitworth Whitley; Fiesler Storch; Messerschmitt Bf 110; Consolidated Catalina; Vickers Wellington; Westland Lysander; Focke-Wulf Fw 61 helicopter; Short Canopus 'C' Class flying boat; Nakajima Ki-42; Junkers Ju 88, and the ANT-42 bomber.

John discussed the General Aircraft ST-18 Croydon, which departed the United Kingdom on July 30 1936 for a sales tour to Australia and return. No sales were forthcoming; however on the return journey crossing the Timor Sea, the crew of the Croydon became uncertain of their position, ran out of fuel and made a forced landing on the Seringapatam Reef. On October 7, 1936 the crew was rescued by local fishermen and the aircraft abandoned.

The film included clips of various aviation activities, and our host had provided a quiz to ascertain the number of different aircraft one could identify. There were some 20 different types, including Klemm Swallow, Tugan Gannet, DH-90 Dragonfly, Bellanca 28-70 Monoplane, Martin M-130 and Westland Wapiti float-plane, to name but few of these exotic types. Winner of the quiz was David Eyre, followed closely by Juanita Franzi.

John also provided a short film, courtesy of Roy Fordham, on the Supermarine Spitfire with an interview of Alex Henshaw by Jeff Watson. Flying sequences by the late Col Pay in his Spitfire were also in the film.

Many thanks to John for arranging this entertaining evening.

Grace Iggulden

Following the Obituary to the late Jack Iggulden that was published in the April issue of *Southern Skies*, Judy Rainsford suggested that members might be interested in the following information of his sister, Grace Iggulden, who died in November 2006. This is an edited version of the obituary written by Helen Iggulden that was published in the January-February 2007 issue of AOPA magazine.

As a teenager, along with her two older brothers, Bill and Jack, Grace Iggulden was a member of the United Electors of Australia – a movement organised to enlighten the public on economic changes that would transform the great depression of the 1920s and 1930s into a thriving and healthy economy. She preceded her speeches by announcing that she represented the women's point of view.

When her brothers took up gliding in the early 1930s, Grace followed with a different group, the Gliding Club of Australia, eventually marrying one of its pilots. She was Australia's first woman glider pilot. She and her husband eventually joined the Victorian Motorless Flight Group, (VMFG) the gliding club founded by her brothers Bill and Jack, with Geoff Richardson, Les Williams and others. She approached gliding with confidence and attention to detail and with her growing skill, became an instructor, and so took on the responsibility for the safe and efficient running of a day's gliding, as well as training beginner pilots.

She held the Australian women's altitude record for many years.

Her first marriage failed and led to separation, and she eventually married famous skywriter and aerobatic champion Fred Hoinville. Their first child died from leukaemia as an infant, and Fred and Grace moved from Sydney to Melbourne, where their three daughters were born.

Fred continued with skywriting and his aerobatic skills were more and more featured at air pageants and similar functions with his famous Tiger Moth, "Brolga". On these occasions, Grace usually acted as commentator, knowing better than anyone else apart from Fred exactly what he was doing, or about to do above their heads. Alternating between caring for their daughters and driving long distances between home and country airfields, Grace enjoyed this demanding and exciting way of life.

This busy life was tragically ended by Fred's death during take-off flying an experimental two seater glider, the Fischer RW 3, powered by a Porsche engine, in which Fred was doing a demonstration tour with the Porsche agent Norman Hamilton, who escaped with minor injuries.

The cause of the accident appeared to be a single wire which someone had strung on posts about 12 feet above the ground, just beyond the airport fence.

Grace sought the company of old flying friends and it was eventually with a flying mate from the old days in the Gliding Club of Victoria that she found a new companion, Harry Bartram. Their marriage lasted 30 years before they drifted apart. She did not marry her last partner of ten years, Dick Martin.

Grace was renowned for writing articles and VMFG news was published in *Sailplane & Gliding* magazine for some years. She was a founder member of the AOPA and, as may be expected, was an active member of the Australian Women Pilots' Association.

Monopoly

The following item of interest was recently published on the Oz-spotters forum. Thanks to Lance Higgerson for providing the article.

Starting in 1941, an increasing number of British Airmen found themselves as the involuntary guests of the Third Reich, and the Crown was casting about for ways and means to facilitate their escape.

Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of 'safe houses' where a POW on-the-lam could go for food and shelter. Paper maps had some real drawbacks -- they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush.

Someone in MI-5 (similar to America's OSS) got the idea of printing escape maps on silk. It's durable, can be scrunched-up into tiny wads, and unfolded as many times as needed, and makes no noise whatsoever.

At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington, Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort.

By pure coincidence, Waddington was also the U.K. Licensee for the popular American board game, Monopoly. As it happened, 'games and pastimes' was a category of item qualified for insertion into 'CARE packages', dispatched by the International Red Cross to Prisoners of War.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany or Italy where Allied POW camps were within the regional system. When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece.

As long as they were at it, the clever workmen at Waddington's also managed to add:

- A playing token, containing a small magnetic compass;
- A two-part metal file that could easily be screwed together;
- Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!

British and American air crews were advised, before taking off on their first mission, how to identify a 'rigged' Monopoly set -- by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square.

Of the estimated 35,000 Allied POWs who successfully escaped, an estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war.

The story wasn't declassified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honoured in a public ceremony.

Did you Know?

Well-known Victorian aviation historian Clive Lynch recently posted this item on the oz-spotters forum.

In the lead-up to the First Gulf War of 1991, the RAAF was asked by the United States to provide RF-111s to help bolster the Intelligence, Surveillance and Reconnaissance (ISR) capacity of the multinational forces assembling for Operation Desert Shield - the operation to defend Saudi Arabia from Iraqi forces that had invaded Kuwait in August 1990. Although the F-111C had then been in service with the RAAF for almost 18 years, the capability fielded in the weapons bay equipment pallet of the four aircraft converted to the reconnaissance role in 1979-80 was still world class, and highly desirable for the intense air campaign that was envisioned and about to be mounted in the Gulf.

However, the Australian Government chose to limit its commitment in the looming conflict to ships, a medical team and mine clearance divers and a small number of specialist personnel.

And More on an F-111C

On 24 May, 2011 a retired RAAF F-111C A8-125, departed RAAF Amberley by road for its new home at the RAAF Museum Point Cook. The 25 metre truck carrying the aircraft took an inland route via Moree, Gilgandra, Dubbo, Parkes, Tocomwal and Puckapunyal.

During a brief stop-over in Dubbo, RAAF navigator Jake Romanowski said the 30 metre plane, with a 25-metre wing span, was quite the spectacle. "We've had a lot of interest from people in the Dubbo area, absolutely," he said.

A8-125 was the first F-111C aircraft to land in Australia on June 1 1973 and was the last F-111 to land in Australia or anywhere in the world on December 2, 2010.

The aircraft becomes the second F-111 to be delivered to the RAAF Museum, after F-111G A8-272 Boneyard Wrangler was carried to Pont Cook via a similar route in April 2009.

RAAF Amberley Aviation Heritage Centre

Stage 1 of the RAAF Amberley Aviation Heritage Centre was formally opened on Sunday, 5 June 2011.

The new heritage centre has a range of displays, including an F-111, Canberra, Caribou, Sabre, A-20G Havoc and Sioux and Iroquois helicopters, which are all linked to the South-east Queensland community since 1940.

The Heritage Centre is housed in two hangars, and is expected to grow as more aircraft and artifacts are loaned or donated for display.

The Heritage Centre is open from 9am to 3pm on Tuesdays and Thursdays each week, and the second Sunday of each month. The centre is run by volunteers from the Ipswich community and entry is free.

This the second RAAF Aviation Heritage Centre to be opened, following that at RAAF Base Wagga Wagga in 2010.

Changes in Defence

On June 1, 2011, the Prime Minister and the Minister for Defence announced the following appointments to be recommended to the Governor-General in Council. All

appointments are to be recommended for three years and to take effect from 4 July 2011.

- Lieutenant General David Hurley, AC, DSC to be the **Chief of the Defence Force**.
- Air Marshal Mark Binskin, AO to be the **Vice Chief of the Defence Force**.
- Rear Admiral Ray Griggs, AM CSC RAN to be the **Chief of Navy**.
- Major General David Morrison, AO to be the **Chief of Army**.
- Air Vice-Marshal Geoff Brown AM to be the **Chief of Air Force**.

The Prime Minister and the Minister for Defence expressed the deep gratitude of the Government and the Defence Organization to the retiring Chief of the Defence Force, Air Chief Marshal Angus Houston, AC, AFC.

Air Chief Marshal Houston joined the Royal Australian Air Force as a cadet pilot in 1970. He has served his country with distinction, providing exemplary leadership of the Australian Defence Force and the ADF community for the past six years. Air Chief Marshal Houston's leadership of the ADF has spanned a period of high intensity for Australia's armed forces, including our contribution to the missions in Iraq and Afghanistan and peacekeeping roles in East Timor and Solomon Islands.

Air Chief Marshal Houston has won the respect of successive Governments, the men and women of the Australian Defence Force and the Australian Community.

The Prime Minister and the Minister for Defence also thanked Vice Admiral Russ Crane for his service. Vice Admiral Crane will retire as the Chief of Navy on 7 June 2011 after 40 years in the Royal Australian Navy.

The Prime Minister and the Minister for Defence also expressed their gratitude to Lieutenant General Ken Gillespie who will retire as the Chief of Army in July after 43 years in the Australian Army.

Lieutenant General Gillespie as Chief has led the Australian Army with distinction through an extended period of operations with peacekeeping roles in East Timor and the Solomon Islands and combat and training missions in Iraq and Afghanistan.

Air Marshal Mark Binskin has extensive operational command experience having served as Chief of Staff at Headquarters Australian Theatre in 2003 and then as Director of Combined Air and Space Operations Centre responsible for the conduct of coalition air operations in Iraq and Afghanistan. He is a graduate of the Harvard Business School Advanced Management Program and the Australian Institute of Company Directors. Air Marshal Mark Binskin is currently the Chief of Air Force.

Air Vice-Marshal Geoff Brown has extensive flying experience on helicopters, F-111 and F/A-18 aircraft. Air Vice-Marshal Brown has commanded at all levels of the Air Force, including as the Commander Air Combat Group. During Australia's 2003 contribution to the war in Iraq, he commanded all F/A-18 and C-130 operations in Operation Iraqi Freedom. Air Vice-Marshal Brown is currently the Deputy Chief of Air Force.

The appointments will involve the following promotions with effect from 1 July 2011:

- Lieutenant General David Hurley promoted to General.

- Rear Admiral Ray Griggs promoted to Vice Admiral.
- Major General David Morrison promoted to Lieutenant General.
- Air Vice-Marshal Geoff Brown promoted to Air Marshal.

New Books

Darwin Spitfires: the real battle for Australia by Anthony Cooper

In 1943, a small band of inexperienced Australian and British fighter pilots fought an ongoing air battle in defense of north-western Australia, flying against a formidably skilled and proficient opponent. The air raids on Darwin during 1942-43 constituted the only sustained and intensive direct assault on Australian mainland territory in the whole of World War Two and yet, surprisingly, most Australians have no idea that it ever happened. Following the RAAF's No 1 Fighter Wing, *Darwin Spitfires* tells this little-known story, and in so doing, recovers this important aspect of Australian history.

The book is available for \$39.95 from good bookshops or via the internet:

www.unswpress.com.au/isbn/9781742232270.htm

Reminiscing: Adelaide Airport the Early Years, by Richard Lockheed.

Released in November 2010, this publication written by Richard Lockheed recalls his years of photography at Adelaide from 1959. The book has 144 pages of stories and photographs (many in colour) and provides a potted history of the airport, the airlines and its people.

The book is available for \$49.95 including P&P from Richard Lockheed at 12 Ascham Road, Hope Valley South Australia 5090 or at www.wbag.org.au. Enquiries to Richard.lockheed@yahoo.com.

The RAAF Hudson Story – Book Two, by David Vincent

Released in March 2011, this is the second volume concerning the Lockheed Hudson in RAAF service in Australia in the north-west area, north-east area, transports and air ambulances and post-war sales and civil use. Extensive appendices, bibliography and an index of personnel are included.

The book has 424 pages of text and a wide range of photographs. It is available for \$70 plus postage; contact David at contact@vincentaviationpublications.com.au or via phone on (08) 8396 9002; or via the website:

www.vincentaviationpublications.com.au/home.html.

On the Internet

USAF Museum Virtual Tour

www.nmusafvirtualtour.com/full/tour-pkg.html

This site provides a 360° tour of the USAF Museum at Dayton Ohio. It covers the outdoor areas and inside the hangars. Just click on the MAP in the upper right hand corner to bring down a visual menu of the different sites within the museum, then click on a dot within that site to view the exhibits from that camera angle and then follow (click on) the arrows. Then click on-screen to rotate camera view. Move mouse over plane to identify. This is bound to keep you busy for a while, particularly if you read all the accompanying information.

Electronic Newsletter

In order to keep up with modern technology and to keep our costs to a minimum, the Newsletter is available to subscribers via E-mail. At present, subscriptions will remain the same as for the hard copy version, i.e. \$25 per annum. If you would prefer your copy via E-mail, please advise me at madsen2010@optusnet.com.au.

October Meeting

The October meeting will feature talks by up to three members on their special interests or research. One volunteer has already come forward; so if you are also willing to present a short talk on your pet aviation subject, please advise John Scott or Warwick Bigsworth of your availability.

Calendar of Events

2-3 July 2011 Open Cockpit weekend, Queensland Aviation Museum, Caloundra Qld.

2 July 2011 Showcase Day – Bi-planes to Jets - Temora Aviation Museum. Temora NSW.

16 July 2011 Showcase Day – Fighters - Temora Aviation Museum. Temora NSW.

3 August 2011 AHSA (NSW) Inc monthly meeting, guest speaker: Capt Val St Leon, Lockheed L749 Constellation.

6 August 2011 Showcase Day – American Designed – Temora Aviation Museum. Temora NSW.

19-21 August 2011 Wide Bay Australia International Air Show, Bundaberg Qld

27-28 August 2011 Festival of Flight 20th Anniversary. Caboolture Qld

AHSA Meetings

Melbourne

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

22 June 2011: Barry Colledge and Dave Anderson will present their "Aviation Quiz with Pictures" – seldom simple questions, but always fun discussing the answers!

Brisbane

Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome; contact Don Furlonger (07) 3371 5867.

29 July 2011: Members' Discussion Night - Fokker F.27 Friendship in Australian service.

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, Lance Higgerson, Clive Lynch, Gareth Morgan, Judy Rainsford and John Scott for their contributions to this newsletter.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Melbourne at the Birth of Australian Military Aviation - Part 2.

During the late evening of Tuesday November 15, 1910, the Bleriot mission was entertained in the historic Altona homestead by its owner, Mr W. H. Crocker. Earlier that evening Gaston Cugnet had successfully completed his first flight in Australia. *The Argus* reported that, "the points made in the few speeches delivered concerned the daring and enterprise of the aviator, the fact that he intends to establish a college of aviation, and is also anxious to assist in forming an aviation corps." The challenge now for Cugnet, and his team, was to plan, and prepare for, a public flying display to which Commonwealth government ministers would be invited. Time was limited. The last day of sitting of the Federal parliament in Melbourne, before the Christmas recess, was Friday November 25. The last chance for Cugnet to impress the politicians, before they scattered to their far flung electorates, was on Saturday November 26.

As will be seen, the Bleriot mission was soon to self destruct. Even if its flying display had been successful, it would have been difficult for it to complete meaningful negotiations with representatives of the Commonwealth government. Apart from the imperative to buy British, a sequence of events created a distraction for key Australian politicians at the time. On May 6, 1910, King Edward VII died, and he was succeeded by King George V. A coronation was planned for the following year, and the opportunity was taken to hold an Imperial Conference while the leaders of the nations of the British Empire were in London attending the coronation. It was unlikely that the Commonwealth would unilaterally embark on a contract with a French company, to supply aeroplanes for an aviation corps, before the Prime Minister and his Minister for Defence had the benefit of attending the Imperial Conference. Another event demanding Australian involvement was the opening of the Union of South Africa's first parliament in November 1910. The Prime Minister, Andrew Fisher, decided to attend, and during his absence his Attorney-General, Billy Hughes, remained in Melbourne as acting Prime Minister. Andrew Fisher was a frugal Scot, he was both Prime Minister and Treasurer, and held the purse strings. He had also expressed a strong interest in defence matters to his minister George Pearce. There was not much that George Pearce, or his Military Board, would commit to while Andrew Fisher was abroad in South Africa.

Planning for the flying display, at Altona on Saturday November 26, had left nothing to chance, although there was a warning to purchasers of tickets that, "should weather conditions prove unfavourable, and there be no flight, all holders of admission tickets can make use of them next Saturday." The main attraction, the flight of the Bleriot, was scheduled for 6 pm. As the spectators, numbering about 3000, gradually arrived at the flying field during the afternoon, travelling by car, train or steamer, they were entertained by a military band. Refreshment marquees had also been erected for their convenience. A contingent of mounted police was present just in case it was needed. Provision was made, in the vicinity of the Bleriot's canvas hangar, for the comfort of the special guests who were made up of the acting Prime Minister, Billy Hughes, a party of government ministers, and other members of the House of Representatives. *The Argus* reported that, "while the afternoon was yet young the acting Prime Minister christened the monoplane *Australia*. He declared that he was pleased to see M. Cugnet. France had led the way in aviation as it had in motoring. M. Cugnet and the group of Frenchmen about him beamed. Mr Hughes broke the bottle of Champagne."

At twenty to six *Australia* was wheeled out of its hangar. Gaston Cugnet climbed into the pilot's seat. The wind, which had been light all afternoon, now began to gust. The mechanic, Charles Ercole, declared the wind too strong for flight. Monsieur de Marigny agreed. Gaston's brother said the conditions were impossible. The spectators, who had paid good money and travelled long distances, became angry and aggressive. The mounted police backed their horses into the crowd and kept them back. An indignant Charles Ercole said, "Of course we are very sorry. But this is common in Europe. At Rheims, where the red flags go up, I have seen 150,000 people go quietly away. These do not understand. Tell them that upon the next attempt their tickets will admit. We do not care for the

money." At seven o'clock *Australia* was wheeled back into its hangar. Billy Hughes and his fellow politicians were not impressed. *Australia* looked like becoming an embarrassing failure.

In the event that weather conditions proved unfavourable on November 26, the Bleriot team had promised that another flying demonstration would take place on the following Saturday, December 3. Those holding tickets for November 26, would be admitted free to that event. As it happened, the Melbourne Bicycle Club was holding its annual *Austral* race meeting at the Melbourne Cricket Ground on December 3. The first *Austral* meeting on the M.C.G. was in 1866, and now, a quarter of a century later, there were signs that attendance at the event was in decline. In 1908 and 1909, the Bicycle Club had turned to aviation to help improve attendance. In 1908 the *Austral* programme included a balloon ascent and a parachute descent by Messrs Rinaldo and Sebpe. In 1909 the programme included a similar performance by Miss Mollie Mostyn and Captain Penfold. For December, 1910, good timing brought together the Melbourne Bicycle Club and the Bleriot mission. Gaston Cugnet and *Australia* were engaged to perform as the last item on the *Austral* programme. Cugnet would attempt a risky take off from the M.C.G., and an even more risky return to land at the ground. If this feat could be achieved successfully, the Bleriot team would reclaim much of its lost credibility.

On December 3 the weather was fine. *Australia* was brought to the M.C.G. early, and positioned at the eastern end of the ground. It remained there during the bicycle races as a reminder of the spectacle awaiting at the end of the day. At five thirty, after the racing had finished, all eyes were on *Australia* while the Prahran City Band played a selection of lively musical numbers. Time passed. There was an anxious moment when the mechanic, Charles Ercole, strolled out towards the members' pavilion, looked intently at the sky, and stared at the flag flying over the pavilion. At six o'clock an official of the Bicycle Club used a megaphone to inform the spectators that wind conditions were currently unfavourable but the aviator had been pressed to proceed with the flight, and had been given another twenty minutes to see whether conditions would improve. The crowd was becoming increasingly impatient and angry. At six thirty Gaston Cugnet finally appeared and donned a brown overall suit and a brown helmet. The Prahran City Band struck up the Marseillaise. Cugnet climbed into the pilot's seat and the engine was started. He made a trial take off run to the west, becoming airborne after 40 yards and landing again after a further 40 yards. *Australia* was wheeled back to the starting point at the eastern end of the M.C.G. and again faced towards the west. Cugnet then commenced his take off run, aiming for clear air space, about 21/2 wingspans wide, between the new members' stand and the score board. *Australia* left the ground 80 yards from the western boundary fence. As she passed over her tail caught the iron spikes at the top of the fence and she carried on, wings level, crashing nose first onto an asphalt tennis court just beyond on which a match was in progress.

By a miracle, Gaston Cugnet clambered from the wreckage unhurt, as were the tennis players. But *Australia* was a sorry sight. Her propeller was shattered, the whole of the metal frame housing the engine and undercarriage was crumpled, and the starboard elevator was torn off. Surprisingly, Charles Ercole was philosophical about the incident. "They say go. Very well we go. We have done our best." He thought that it might be possible to repair the Bleriot. Depending on the damage done to the engine, he estimated the cost of repair to be between £300 and £800. A brave Gaston Cugnet said, "M. Ercole hopes to have the machine repaired within a week. I am determined to make a flight from the M.C.G. ground, and if the machine is repaired, and the weather is favourable, I shall do so on Saturday next." However, *Australia* could not be repaired and would never fly again. Cugnet was spared further risk to his life in a further attempt to fly from the M.C.G.

During the wait for *Australia* to perform after the *Austral* meeting, a sage in the crowd was heard to shout, "If the thing can't go up on a day like this, what is the use of it?" This was a sentiment even then occupying the minds of the Australian politicians who had travelled out to Altona on the previous Saturday. Meanwhile back in France, as 1910 came to a close, fifty two army and six navy pilots had already graduated from the two military aviation training schools established during the last six months of the year; one at Chalons, and the other at Vincennes. On New Year's eve, the citizens of Perth read in their newspapers that *The British and Colonial Aeroplane Co.* was in town. **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

August 2011 No.453

August Meeting

The August meeting will be held at the Powerhouse Museum on Wednesday 3rd August 2011, at 7.45pm. The venue will be the Amenities Room, at the southern end of the Administration building, which is to the south of our former meeting venue. Entry is via Macarthur Street and car parking in the normal area, or immediately in front of the meeting room. Visitors are most welcome and supper will be available after the meeting.

Guest speaker will be Captain Val St. Leon A.E. whose topic will be

The Lockheed L.749 – A very Capricious Lady

In September 1946, Qantas Empire Airways (QEA) signed a contract to purchase four Lockheed L.749 Constellation aircraft for operation on the Kangaroo Route between Britain and Australia, flown in conjunction with BOAC.

BOAC, which at that time held half the shares in QEA, had argued long and hard for British aircraft being used on the route, but finally accepted the advice of the Australian QEA management that the airline should use the Constellation. Prime Minister Chifley had supported this advice and had given the Australian government's approval to the allocation of scarce US dollars for the purchase.

The first Qantas Constellation arrived in Australia on its delivery flight from Burbank on 14 October 1947 and the service from Sydney to London commenced on 1 December. Val's presentation concerns the L.749 design features with particular emphasis on the part played by the original Flight Engineers and the introduction onto the Kangaroo Route.

After two years with No.3 Squadron in the Middle East and seven years service in the RAAF, Val St. Leon joined Qantas at Rose Bay in 1946 and immediately gained his DCA Ground Engineer airframe and engine licences and was promoted to Technical Instructor. He was then chosen by Arthur Baird to head the original 14 Flight Engineers to train at Lockheed and Wright Aeronautical Corporations on the Constellation project in the USA.

After seven years as Senior Flight Engineer, he was given the opportunity to transfer to pilot strength, having gained a Commercial Pilot's licence at his own expense. After transfer, he gained a First Class Airline Transport Pilot's Licence with Cat 2a Instrument Rating and a Flight Navigator's Licence. This array of civil licences was unique and never equaled.

Val was based at San Francisco for three years and became jet qualified on the Boeing 707-138 in the first group in 1959, and London for one year where he introduced the Boeing 707-338C on trans-Atlantic services in 1968. He became a Senior Check Captain and retired in

1978 with a Boeing 747 command after 33 years of Qantas service.

He was active in promoting professionalism in aircrew and became Chairman of the Overseas Branch and Industrial Chairman of the Australian Federation of Air Pilots for four years. Val also served in the RAAF Reserve for 20 years as a Flight Lieutenant and decorated with the Air Efficiency Award. In 2003 he entered University and gained a M Litt. (Distinction) charting the industrial turmoil during the North American Contract negotiations.

Val was a foundation member of the Early Birds Association and an extensive article about him was written by Greg Banfield and published in the September 2004 issue of *Aviation Heritage*.

Please join us for what can be expected to be a most entertaining talk on the Lockheed L.749 Constellation, the first pressurized aircraft to enter service in Australia.

Committee Meeting

A Committee meeting, commencing at 6.15pm will be held immediately prior to the July meeting.

July Meeting

Guest speaker was well-known aviation illustrator Juanita Franzi whose topic was *Illustrating History*.

Juanita grew up with an interest in technical matters and how machines worked. She was fortunate to have a father who was an engineer and able to explain the difficult questions she sometimes posed. Her interests also included aviation; she built aircraft models and took up gliding. She studied industrial design and was soon offering her drawings on things mechanical to prospective clients. One could say the rest is history, for there are many books, magazines and professional journals that contain the drawings and art-work provided by Juanita.

Amongst recent book publications are *A Flying Life – John Duigan and the First Australian Aeroplane*, by David Crotty; *DH-106 Comet – an Air Britain Publication; From Controversy to Cutting Edge*, by Mark Lax; and, *Nieuport 28 America's First Fighter*, by T. Hamady. Juanita is also a regular contributor to *The Aeroplane* magazine and has provided illustrations to CASA publications and *Flight Safety Australia* magazine, and the *Legends Series* produced by Aerospace Publications. This list covers only a small number of the publications that contain Juanita's work.

Juanita detailed the process of how she constructs a drawing and compiles the files by means of Photoshop to form the finished product. She described the research that

is necessary to develop the drawings; there are few manuals available for many older aircraft hence the time taken to discover original technical drawings can be extensive. She described the processes to show extra detail, such as the inclusion of rivets, exhaust and oil stains and mud – all contributing to the realism required by editors and clients.

Juanita also displayed several finished drawings and examples of her efforts in a range of books and other publications. Her desire to use illustrations to record history and make them accessible to readers and researchers has certainly been a success.

A Centenary Celebration

One hundred years ago, young Parramatta dentist William Ewart Hart purchased a Bristol Boxkite aeroplane in Sydney. It had been brought from England as support equipment for a sales mission sent to Australia by the British and Colonial Aeroplane Company (later known as the Bristol Aeroplane Company) on an assignment to interest the Australian Government in buying its aircraft for defence purposes.

The sales mission arrived in Perth with two Bristol Boxkite aeroplanes, one of which made 69 demonstration flights over Perth, Melbourne and Sydney (in that order), but was unsuccessful in its mission as the government was just not interested at that time in buying aircraft.

At the end of its mission in May 1911 the Boxkite used for the flying demonstrations was sent back to England. William Hart bought the other one and so began an unforgettable episode in our early aviation history, which extended from September, 1911 to September, 1912 inclusive.

Commencing with next month's issue of *Southern Skies*, and in each subsequent monthly issue up to and including September, 2012, many of Hart's aviation activities during the same month one hundred years ago will be told in a series compiled by Keith White. (I'm sure that readers will enjoy this form of celebrating William Hart's contribution to our aviation history. Ed.)

Anniversaries

13 August 1921 - 'Royal' prefix added to Air Force title. When Australia's air service was officially established on 31 March 1921, its title was the 'Australian Air Force'. A proposal had already been made, in the Air Council the previous month, to seek the granting of the 'Royal' prefix for the new Service. The request was submitted, and on 11 May the Governor-General, Lord Forster, was advised in a dispatch from London that the King had given his approval.

This advice was not relayed to the Defence Department until 20 June. Although the news appeared in the press three days later, it was not until this day that the necessary order signed by the Governor-General was published in the Commonwealth Gazette, making this the start date for use of the RAAF name.

13 August 1921 - RAAF Base Point Cook established.

14 August 1953 - Sound barrier broken for first time in Australia. During a 20-minute test flight the prototype Sabre built by the Commonwealth Aircraft Corporation became the first aircraft to break the sound barrier over Australia. Taking off from Avalon airfield, Victoria,

aircraft A94-101 reached a height of 25,000 feet before entering a shallow dive over Port Phillip Bay. As the aircraft's speed reached 670 mph, it generated a sonic boom that was heard in Melbourne. The pilot was 28-year-old Flt Lt William Scott, who was not the first RAAF member to achieve supersonic sound. This feat had been achieved two years earlier on an American F-86 by WGCDR 'Dick' Cresswell, while he was briefly attached to a US fighter group in Korea.

Calendar of Events

6 August 2011 Showcase Day – American Designed – Temora Aviation Museum. Temora NSW.

19-21 August 2011 Wide Bay Australia International Air Show, Bundaberg Qld

20 August 2011 Showcase Day – Battle of Long Tan – Temora Aviation Museum. Temora NSW

27-28 August 2011 Festival of Flight 20th Anniversary. Caboolture Qld

3 September 2011 Showcase Day – Commonwealth Aircraft Corporation – Temora Aviation Museum. Temora NSW

3-4 September 2011 Wings and Wheels Air Show. Ingham Qld

17 September 2011 Showcase Day – Battle of Britain – Temora Aviation Museum. Temora NSW

AHSA Meetings

Melbourne

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

Wednesday 27th July: A talk on two subjects – “Early Days at Essendon, 1931-34” and “WW 1 aircraft flying at Omaka, Easter 2011” – illustrated with slides, by Antony Grage who wasn't around for the first event but did go to the second.

Wednesday 24th August: Lorrie Molent, who is Head of Aircraft Structural Integrity, Combat Aircraft at DSTO, will talk about the investigation of an accident to a P-3 Orion at Christmas Island, when the leading edges of the wing became detached.

Brisbane

Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome; contact Don Furlonger (07) 3371 5867.

29 July 2011: Members' Discussion Night - Fokker F.27 Friendship in Australian service.

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, John Scott and Keith White for their contributions to this newsletter.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Melbourne at the Birth of Australian Military Aviation - Part 3.

Just as *R. M. S. Omrah*, with the vanguard of the Bristol sales mission on board, was berthing at Fremantle on December 13, 1910, Australian federal politicians were planning their own sea voyages on a reverse course, back to the mother country. The attraction for the politicians, at the end of their long journey, was to experience the celebrations surrounding the Coronation of King George V in London on June 22, 1911. At the end of the parliamentary session on November 25, 1910, the political correspondent for *The Argus* wrote: "The members depart for a long, long recess. All who can afford it are going to the Coronation, and all who can't afford it are making diligent inquiry about the free passages. It will be eight months before we see them again." As luck would have it, the Bleriot team had arrived in Australia in good time to meet with key politicians, but had failed to demonstrate its aeroplane successfully. On the other hand, the Bristol team arrived just as key politicians were planning their departure, but went on to demonstrate its aeroplane convincingly. While members of the military establishment reported favourably on what they observed of the Bristol demonstrations in Australia, up to May 9, 1911, it was the Australian politicians' experience of military aviation gained by discussion and demonstration in the U. K., during 1911, that finally persuaded them to get behind the establishment of an aviation corps.

From the first year of Federation, Captain Muirhead Collins held the position of secretary to the Department of Defence in the Commonwealth government. In early 1906 he was seconded to London as the official representative of the Commonwealth, responsible for the purchase of defence stores and for keeping the Australian government informed of developments in British defence matters. Following Alfred Deakin's Fusion government passing the High Commissioner Act 1909, the former prime minister, George Reid, was appointed as Australia's first High Commissioner to the UK. Reid took up his post in London on February 25, 1910. Captain Muirhead Collins then became Reid's official secretary. At the same time, Major Percy Buckley was attached to the High Commission. During 1909, Major Buckley held the position of Director of Works at Army HQ in Melbourne. He had thus overseen the preparation of documentation related to the Commonwealth competition to supply flying machines for military purposes. He had also served on the committee of the Victorian section of *The Aerial League of Australia*. The presence of Reid, Muirhead Collins and Buckley, in the London High Commission offices, would ensure that representatives of the Australian Commonwealth would be kept competently informed about political and military factors related to aviation in the UK and Europe.

At the beginning of 1911, in the UK, there was still some equivocation about the future of aviation as a useful military asset. Following the arrival of the Bleriot mission in Melbourne, and its meeting with the Minister for Defence on October 13, 1910, the Military Board cabled the High Commission in London: "Newspapers here agitating formation aviation corps can War Office give advice?" After his inquiries in the UK, Major Buckley replied on January 6, 1911, that: "There is nothing definite to report because it has not yet been practically proved to what extent aviation has, or will, become a factor in the equipment of the Army." He explained that the British Army had appointed a few officers to undertake experiments at Salisbury Plain. However, the Army was proceeding with caution because, although some success had been achieved, the record of failure and disaster associated with aviation generally was still formidable. On January 17, the Military Board deferred any action pending further consultation with the British War Office.

When Major Buckley was attached to the High Commission in London, he was replaced as Director of Works AHQ by Major Cecil Foott. Like Major Buckley, Major Foott had been involved with the Victorian section of *The Aerial League of Australia*, acting as one of the judges of aviation models at the League's Grand Exhibition at the Athenaeum Hall in October, 1909. When the Bristol sales mission arrived in Melbourne in February, 1911, Major Foott was instructed by Brigadier-General Gordon to report on Joseph Hammond's demonstrations of the Boxkite at Altona. At about the same time in London, *The British and Colonial Aeroplane Company* invited Captain Muirhead Collins and

Major Buckley to visit its factory at Filton, and its flying ground at Larkhill on Salisbury Plain.

As advised by Major Buckley in January, the British Army, influenced by such powerful sceptics as General Douglas Haig, had been slow to be convinced of the usefulness of aeroplanes. However, rapid change was in progress. The speed of progress can be appreciated when it is realised that just one year separated the announcement by the Chairman of the Bristol Tramways Company, Sir George White, to shareholders on February 16, 1910, that their company was going to build aeroplanes – and February 18, 1911, when Major Foott commenced his observations of an aeroplane from their Filton factory flying at Altona on the other side of the world. In fact by mid-November, 1910, Bristol was able to announce the sale of eight Boxkites to the Russian government. And in a breakthrough, on March 14, 1911, Bristol announced that the British War Office had purchased four Boxkites to equip the Army Air Battalion, which was to come into being on April 1, by amalgamating No 1 and No 2 Airship Companies. Back in Australia the Military Board had received Major Foott's report which recommended the purchase of four Boxkites and advocated the employment of eight aviators and ten mechanics. Bristol's hopes of selling Boxkites to the Australian government were high.

Amongst the first wave of Australian parliamentarians to arrive in London, in 1911, was the Member for Wentworth, W. H. Kelly. Although he was now a member of the opposition, he maintained his strong interest in national defence. In June 1909, he wrote a letter of introduction for George Augustine Taylor to the then Minister for Defence, Joseph Cook, in which he urged that the question of aerial navigation be given the closest attention. Henceforth, Kelly considered himself to be, "a lay student of the possibilities of aviation in military operations." On arrival in London he received an invitation to accompany Captain Muirhead Collins and Major Buckley as a guest of *The British and Colonial Aeroplane Company*. On March 22, the trio inspected the manufacture of Boxkites at the Filton factory. Early on the following morning, the party left Bristol and motored across to Larkhill on Salisbury Plain. Both William Kelly and Captain Muirhead Collins accepted invitations to go flying on the Boxkites being demonstrated. Kelly thus became the first Australian politician to experience flight as a passenger in an aeroplane. In fact he liked the experience so much that he went up twice – first with Monsieur Tetard for a flight over ten miles, and next with Monsieur Tabuteaut, over twenty three miles, in a military version of the Boxkite, one of the batch for the Russian government. This second flight overflew Stonehenge. Commenting after his flights, the Member for Wentworth foreshadowed the creation of a VIP Squadron. "Indeed I can look forward to the time when the Ministerial aeroplane will be regarded as just as necessary an adjunct of Ministerial importance as the Ministerial motor car of today." He also said: "I would strongly urge upon our authorities the immediate training of Australian aerial observers. The aeroplane will no doubt increase yearly in efficiency and reliability: but the aeroplane of today is quite equal to the task of beginning, if not completing, the training of observers."

Leading a second wave of politicians, the Prime Minister, Andrew Fisher, boarded *R. M. S. Otway* in Adelaide when it sailed for the UK on April 7. Accompanying him was a large party of ministers, officials and some of their wives. Included were George Pearce and the secretaries of his department. The party arrived in London in good time to prepare for the Imperial Conference, which was to start on May 23, allowing the business of the conference to be concluded before the Coronation. As part of the pre conference programme, delegates were invited to attend a flying demonstration at Brooklands on May 21. Encouraged by Captain Muirhead Collins, George Pearce led a group of Australian delegates to the air display which, according to *The Times*, "delighted the visitors with the progress made in aviation, and the facility with which the machines were handled." On the same day, May 21, the start of the Paris/Madrid air race, an event sponsored by *Le Petit Parisien* newspaper, was underway at the Issy-Les-Moulineaux aviation ground. Among the official spectators were Antoine Monis, Prime Minister, and Maurice Berteaux, Minister of War. At about 6pm, Monsieur Train, one of the competitors, suffered engine problems shortly after take off, and attempted to return to the field. Out of control, his monoplane crashed into the official party, killing the Minister of War, and severely injuring the Prime Minister. Across the Channel, George Pearce had gained renewed confidence in aviation by his experience at Brooklands. That confidence was severely shaken on the following day, when he learned of the violent death of his French counterpart in Paris....**John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

PO Box K346 Haymarket NSW 1238

Southern Skies

The Newsletter of AHSA (NSW) Inc

September 2011 No.454

September Meeting

The September meeting will be held at the Powerhouse Museum on Wednesday 7th September 2011, at 7.45pm. The venue will be the Amenities Room, at the southern end of the Administration building, which is to the south of our former meeting venue. Entry is via Macarthur Street and car parking in the normal area, or immediately in front of the meeting room. Visitors are most welcome and supper will be available after the meeting.

Guest speaker will be Captain Val St. Leon A.E. whose topic will be

The Lockheed L-1049 – In Australian Service

Following the theme of last month's topic, Captain Val St. Leon will discuss the acquisition and operation of the L-1049 Super Constellation by Qantas. The airline operated 16 Super Constellations, several of which were later re-acquired on lease from the U.S.A. due to fleet shortages. The first L-1049 Super Constellation delivered to Qantas was VH-EAG on 28 March 1954 at Burbank, California. The last to leave the country was also VH-EAG which departed Sydney for Burbank on 6 May 1963.

It was the Super Constellation which enabled Qantas to commence its round-the-world flight flights, the first of which departed Melbourne on 14 January 1958. Two L-1049Gs departed Melbourne in opposite directions: VH-EAP departed for London via Djakarta, Bangkok, Karachi, Athens and Rome, whilst VH-EAO flew via Sydney, Honolulu, San Francisco and New York to London. Both aircraft continued their journeys to return to Melbourne. VH-EAO carried philatelic mail for the round journey.

Amongst the many interesting aspects of the L-1049 in Qantas service, Val will discuss the loss of VH-EAC, which crashed on take-off from Mauritius when bound for Cocos Island on 24 August 1960, and the major incident involving VH-EAO at Lovelock, Nevada, USA on 12 August 1959.

Please join us to see and hear more from Val St. Leon about this classic aircraft in Australian service.

Committee Meeting

A Committee meeting, commencing at 6.15pm will be held immediately prior to the September meeting.

August Meeting

Guest Speaker was Captain Val St. Leon A.E. whose topic was the L-749 Constellation – A Very Capricious Lady. Val spoke about the aircraft's development, its features, flaws and attributes, and its acquisition by Qantas and into service. At the time of its acquisition, Val was

Chief Flight Engineer and he was chosen to head the original group of 14 Flight Engineers to train at Lockheed and Wright. His expertise on the engineering aspects was evident and many anecdotes about the aircraft and people were told.

In the 1930s, Douglas was developing the DC-4E, Boeing the Model 307 and Lockheed the L-44 Excalibur. The latter started as a 21 passenger aircraft with a single fin and rudder, later to grow to seat 26-30 passengers and with the characteristic Lockheed twin fins and rudders. In its final form, the Excalibur had triple fins and seating for 36 passengers. Whilst the fuselage was pressurised, the cabin was not much larger than the DC-3 and was hence less attractive than the DC-4E and Boeing 307 Stratoliner.

The Excalibur did not get past the design stage because Lockheed had commenced development of a larger aircraft, about the same size of the DC-4, but with four more powerful Wright Duplex Cyclone R-3350-35 engines. This became known as the Model L-49, later L-1049, Constellation which evolved from a specification by Trans World Airlines, then owned by Howard Hughes, to provide an airliner capable of flying non-stop transcontinental routes across the USA, carrying a payload of 6,000lb at between 250 and 300kt at 20,000ft.

Val spoke about a number of specific issues concerning the L-749. The choice between the Bristol Hercules, Pratt & Whitney and Wright engines for the production aircraft was of particular interest. He noted that the engine type selected, the Wright R-3350, suffered many failures in service, and on one return trip to England, Val's aircraft experienced 5 engine failures. Qantas aircraft were modified from the standard by having the pilot-in-command controlling the throttles, rather than the throttles being controlled by the Flight Engineer from his panel. Another design feature that probably contributed to early crashes was that the fuel tanks were enclosed within the wings, which used to flex in flight. The result was major fuel leaks and on some occasions, fire. Due to the number of engine failures, Qantas undertook a number of three-engine ferry flights back to a major base, with the entire engine and mounting removed and the vacant area patched up to streamline the surface.

Qantas' L-749s were also equipped with a "Speedpak", which could carry up to 8,200lb (3,725kg) of freight, although Val advised that in practice, the penalty of additional weight compromised fuel load and hence reduced range.

Qantas initially acquired four L-749s followed by a further two from Air India, as well as one on lease from B.O.A.C., which remained on the British register.

Qantas' initial L-749s also had upper deck windows which provided light into the bunk areas. The sleeping area could be bought for a mere £100 for the journey from Sydney to London. Val thus determined that these aircraft had been constructed as C-69s on the assembly line. The ex-Air India aircraft did not have the upper windows.

Val's talk was accompanied by a most interesting gallery of images and a short video on a L.749 flight across the United States, tracking via the then, state-of-the-art Non-Directional Beacons (NDBs).

Information Wanted

Gravesites

AHSA Inc Honorary Secretary Neil Follett is seeking information on (i) burial sites of known aviators; and (ii) other gravesites which mention any aviation activity.

Anyone with such information is urged to contact Neil by email at nfollett@optusnet.com.au.

Aerial Agriculture Pty Ltd

Well-known aviation historian, Ben Dannecker, is undertaking research in preparation for a book on the history of Aerial Agriculture Pty Ltd, the Bankstown based organization founded by the late Tom Watson.

Ben is trying to compile a full and comprehensive fleet list and as many high resolution scanned colour or black and white images of Aerial Agriculture Pty Ltd or its associated companies' aircraft. He would also be grateful for any input from any former employees of the company.

As previously advertised, Ben is also seeking any information on the Lockheed Lodestars that were converted for agricultural operations by Doug Fawcett. Ben can be contacted by email at berlintram@yahoo.com.au.

Beech 17 Staggerwing VH-UXP

Cam Hawley has spent the past 4 years in an extensive ground-up restoration of the Beech Staggerwing VH-UXP and the process is almost complete. He has conducted research on the aircraft through a variety of sources over the past six years, but would welcome any additional information that may become available.

Cam's aim is to return the aeroplane to its 1936 condition, as delivered to Australia during that year. In addition to VH-UXP's civil history, the aeroplane served in World War II with the RAAF markings of A39-3. As yet, he has been unable to find a photograph of the Staggerwing with the RAAF designation and colour scheme and would be grateful if any of our readers could provide such an image. Any information would be gratefully received.

Cam can be contacted at kycal@netvigator.com.

Back to the Future

Royal Canadian Air Force

On 16 August 2011, the Commander of the Royal Canadian Air Force, Lt Gen. J.P.A. Deschamps announced the historical designation of Royal Canadian Air Force is being reinstated, replacing the previous designation: Air Command. The names Royal Canadian Navy and Canadian Army are also being reinstated to replace Maritime Command and Land Force Command.

The RCAF was formed on 1st April 1924, and the Canadian Forces were combined in 1968 although the Air Command was not established until 1975. Despite the change in name, the Armed Forces will remain a tri-service unified force.

Vale

Gary Ticehurst

Noted ABC helicopter pilot, Gary Ticehurst, died in the accident involving the ABC Twin Squirrel helicopter near Lake Eyre on 18 August 2011. Also killed in the crash were ABC journalist Paul Lockyer and cameraman John Bean.

Gary learnt to fly helicopters in the Australian Army and during this service undertook an exchange posting as a helicopter pilot with the British Army. After leaving the Army, Gary became one of the original NSW Police Air Wing helicopter pilots and later became the operator of the ABC Sydney helicopter.

During the time with the ABC, Gary also served for a period as the President of the Helicopter Association of Australia, and under his leadership the organization played a key role in negotiating for helicopter and other General Aviation lanes in the Sydney area.

Gary was renowned for his film and television work, with many documentaries, advertisements and major films to his credit. Major ABC productions included *Bush Tucker Man*, *The Lake Eyre Story* and many more, whilst major films included *Mission Impossible II*, *The Matrix Reloaded*, *Stealth*, *Superman Returns* and *Nim's Island*. Gary also flew the helicopter for filming *The Hunter*, which will be released later this year.

Perhaps Gary's most famous involvement has been as the pilot for the official filming of the Sydney Hobart Yacht Race. He covered 25 Sydney Hobart Yacht Races, and always demonstrated a passion for the ocean classic and understood the sport and the way yachts performed in all types of conditions. This enabled him to place his helicopter in positions that allowed his cameramen to capture some of the most remarkable images of offshore yachting in Australia.

The Cruising Yacht Club of Australia Commodore Garry Linacre said that Gary will be remembered for his professional calm during the tragic storm that hit the 1998 Sydney Hobart fleet; he reported the positions of so many yachts in distress, resulting in the rescue of at least 25 yachtsmen from sinking vessels or life rafts.

I was privileged to have known Gary for over thirty years; several other members of the Society also knew Gary well. He is survived by his wife, son and daughter.

AHSA Meetings

Brisbane

Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome; contact Don Furlonger (07) 3371 5867.

Melbourne

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

Wednesday 28th September: AHSA member John Fisher has an aviation museum at Maryborough dedicated to De Havilland aircraft. He will talk about flying his Tiger Moth from England to Australia.

Wednesday 26th October: Guest speaker will be John Hopton, noted aviation researcher and author.

Calendar of Events

3 September 2011 Showcase Day – Commonwealth Aircraft Corporation – Temora Aviation Museum. NSW

3-4 September 2011 Wings and Wheels Air Show. Ingham Qld

10 September 2011 Wings over Warwick – Annual Fly-in. Warwick Qld

10-11 September 2011 AAAA Chipmunk Fly-in. Tocomwal NSW

10-11 September 2011 Goondiwindi Fly-in – McIntyre Aero Club. Goondiwindi Qld

16-18 September 2011 SAAA National Convention. Narromine NSW

17 September 2011 Showcase Day – Battle of Britain – Temora Aviation Museum. Temora NSW

17 September 2011 Gathering of Eagles – Open Day – Watts Bridge Memorial Airfield Qld.

1 October 2011 Showcase Day – Trainers – Temora Aviation Museum. Temora NSW

8-9 October 2011 AAAA Auster Rally. Temora NSW

15 October 2011 Showcase Day – Pacific Theatre – Temora Aviation Museum. Temora NSW

Arthur Butler Memorial Lecture

This year's Arthur Butler Memorial Lecture will be held in the Coles Theatre at the Powerhouse Museum on Wednesday 2nd November 2011. We are honoured to have as Guest Speaker, Vice Chief of the Defence Force, Air Marshal Mark Binskin AO.

Air Marshal Binskin joined the RAAF in 1984 after an initial period of service with the RAN commencing in May 1978.

His command appointments include Commanding Officer of No 77 Squadron at Williamtown, Commander of Air Combat Group (F/A-18, F-111, Hawk and PC9-A(F)), Air Commander Australia and Chief of the RAAF.

Air Marshal Binskin is an Officer in the Order of Australia (AO), and was appointed Vice Chief of the Defence Force on 1 July 2011.

Note the date in your diaries for this important event with its most eminent speaker.

Vacancy

At the 2011 Annual General Meeting, the election of office bearers was carried out, however no-one nominated for the position of Treasurer following the retirement of Keith White. Society President Ian Debenham took on the role as a temporary measure, however other commitments have made his dual role unmanageable.

The Society is therefore in urgent need of an acting Treasurer until the next AGM. Without the effort of members to participate in the operation of the Society, its future is in jeopardy. Any member willing to assist and act in the position should contact Ian Debenham as soon as possible.

The William Hart Centenary Celebration

By Keith White

This article is the first in a series celebrating the 100th anniversary of the flying career of William Ewart Hart from September 1911 to September 2012 inclusive, and his valuable contribution to Australia's aviation history.

Hart was born in Parramatta on 20 April 1885, the third child and second son in a family of twelve children, two of whom died before they were one year old. His father had a successful business, which helped his son early in the latter's aviation career.

First Apprenticeship – Dentistry

In 1901, Hart was apprenticed to a dentist, A.B. Maxwell in Parramatta. In those days, there was no university degree course. When he completed his dental apprenticeship in 1904, he went to West Wyalong and opened a dental practice, representing A.B. Maxwell. He became a registered dentist on 25 June 1906.

He was recognised as one of the town's most active and colourful citizens. He owned the first motorcycle and drove the first car. He gave "hair-raising exhibitions of speed", riding his motorcycle around the training track at the town's recreational Ground, and paced cyclists in training; hence powered flight would interest this very active and enterprising young man.

Meanwhile, aviation was very much in its infancy. Flying aeroplanes in those very early days was considered as a hazardous "sport". Flyers were basically learning on the job from their own mistakes and the mistakes of others. There were no regulations or rules, and enthusiasts here soon realised there was a need for a controlling body similar to those formed overseas, such as the Aeronautical Society of Great Britain. This led to the formation of the Aerial League of Australia, which held its inaugural meeting in Sydney on 29 April 1909.

In August 1909, Hart sold his dental practice and returned to Sydney where he established a new business in Market Street, Sydney selling motor cars; it was about this time that his interest in aviation began. In December 1911, he was quoted as saying he had started to study the "art" seriously two years previously and, later, his "flying days date from Hammond's visit in 1911." As G.C. Percival wrote for "Life" magazine on 1 September 1912, "Aeroplaning is just motoring that has thrown off its last lingering shreds of the prosaic in motion!"

J.J. Hammond was the chief pilot of a sales mission, which included two Boxkite biplanes, sent to Australia from England by the British and Colonial Aeroplane Company (later known as The Bristol Aeroplane Company) to demonstrate and hopefully sell its Boxkite aeroplanes to the Australian Government for defence purposes.

Whilst the mission was in Sydney during April and early May 1911, Hammond and his support pilot, L. McDonald flew 31 demonstration flights from Ascot Racecourse (near the site of the current Sydney Kingsford Smith Airport). Hammond returned to England on 5 May, and, some days later, was followed by the Boxkite which had been used during the demonstration flights. So, a Boxkite aeroplane would have been a reasonably familiar aircraft in the skies over Sydney, and, no doubt, Hart

would have been one of the many who saw and marvelled at the aeroplane in flight.

In those early days, aviation facilities were virtually non-existent in the Sydney area, although, in September 1910, the Aerial League of Australia had leased an area of land to the north of Penrith Railway Station as an airfield for use by its members. It is believed that this area became the site of Penrith Speedway. For what little flying activity took place (excluding the British and Colonial Aeroplane Company promotion), horse racecourses such as Ascot, Rosehill and Victoria Park had been used for aircraft movements.

September 1911

Second Apprenticeship – “Aeroplaning”

When the British and Colonial Aeroplane Company sales mission ended, McDonald remained here with the second Boxkite, and it was with him that Hart negotiated to buy the aeroplane at a cost of £1,300 including £300 customs duty, which was later refunded to him; (these figures vary in other reports, but the nett amount of £1,000 is always the same). *The Cumberland Argus*, dated 26 October 1938 reported Hart as saying “... I purchased the machine for £1,300 and, with it a guarantee that he would teach me to fly, but before this became possible, the makers cabled out that they repudiated the guarantee unless I gave an undertaking not to build aeroplanes in Australia. I naturally refused to do this, and was left to my own devices as to how best to take to the air. McDonald was very decent about it, and did the next best thing by giving me a thorough course of ground instruction. He drilled me in everything short of taking off and actual flying.” In fact, Hart and McDonald did some training flights before the cable arrived.

Hart had an aircraft but no airfield from which to fly it and no workshop facilities to maintain it. With the knowledge that the Aerial League had selected its field in the Penrith area, and guided by the experience of McDonald, he arranged to lease an area of land known in Penrith as Belmore Park from the Hon. Sydney Smith. As *“The Cumberland Argus”* newspaper of 26 October 1938 quoted him, “... because of its sheltered position under the mountains, I selected Penrith as the best natural aerodrome within a reasonable distance of Sydney ...”. The entrance to this land was opposite the Penrith Railway Station.

On 21 September 1911, his crated aircraft was brought by rail to Penrith, and the lease for the land was signed on 23 September. The aircraft was taken to Belmore Park and placed in a large tent erected for the purpose. Next day, it was quickly assembled by Hart, McDonald and “a number of assistants”, watched by a large crowd, reported as being naturally curious to know what was going on.

During the morning of 25 September, McDonald tested the aircraft. In the afternoon, he took Hart for his first flying lesson, flying around Castlereagh, then on to Edenglassie and Glenleigh and back to Belmore Park. What was the reaction of the people living in those areas, and almost certainly hearing and seeing an aeroplane for the first time? In 1969, a former president of our Society, Ron Gibson, wrote of this flight: “I wonder if we can now imagine the surprise and excitement of people in those

outer areas in 1911. Perhaps that one flight to them was like man’s first step on the moon recently was to us. Here was history in the making.”

Next day, Hart had a number of flying lessons with McDonald, climbing above 3,000 feet in height and travelling over 100 miles in total, including one flight of 27 miles, which was at that time claimed as the longest yet accomplished in Australia.

Training continued until 29 September, when having landed, the Boxkite was slightly damaged. Reports of the incident vary; with some just making a short statement such as “aeroplane slightly damaged by striking a tree stump on landing; repaired and flown again. Other sources do not even mention the incident.

I might have repeated a similar report, however in July this year, I found a newspaper article that provides yet another view of the incident. *The Nepean Times* of 7 October 1911 printed an article headed “The Flying Machine”, from which the following extract is taken:

“Speaking to a press representative, Mr Hart said: ‘In the trial flights, my machine behaved beautifully, and one day we flew 100 miles. Our first mishap occurred after landing at the end of the flight, alone. I had landed safely, and the machine had almost come to a standstill, when a wheel found a small stump, and swerved the machine very slightly against a tree. The damage was slight, but unfortunately necessitated the entire dismantling of the machine’.”

A significant word in the article is “alone”. Hart does not say in so many words, but had he flown solo? ... for the first time? Note that he said “... landing at the end of a flight, alone.” Then he said “I landed safely, ...” He did not mention McDonald, or say “we”. Was this his first “alone” flight? I believe that it may have been. Maybe, at that time, the word “solo” had not entered aviation’s vernacular! If he did not fly solo, why did he use the word “alone”? Maybe, at that time no particular significance was attached to flying “alone”; it was just another step along the path to mastering the art of flying an aeroplane.

Unfortunately, this would be at variance with what Hart is reported to have said above “and with it a guarantee he would teach me to fly, but before this became possible.”

On Saturday 30 September, *“The Nepean Times”* reported, “On Saturday, it is said, Mr Hart will fly his machine from Penrith to the Sydney Showground, where a motor show is being held.” But which Saturday? *“The Nepean Times”* was a weekly newspaper, so the report would have been written before the tree stump incident, and must have been referring to the same Saturday as the publication day. Be that as it may, the flight did not happen, but it did happen later. (To be continued....)

Contributions and Contacts

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

Thanks

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

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Melbourne at the Birth of Australian Military Aviation - Final.

There was something familiar about the headlines in *The Sydney Morning Herald*. "FLYING IN SYDNEY – NO PUBLIC DISPLAY – THOUSANDS OF PEOPLE DISAPPOINTED." Despite the assurances provided by advertisements placed in Sydney's papers by J. & N. Tait, the first day of a period of flying demonstrations did not go according to plan. And no, it wasn't December 4, 1909, when J. & N. Tait had promised that Colin Defries would take to the air for the first time – it was Tuesday April 18, 1911, when J. & N. Tait promised the spectacle of flight by Joe Hammond at Ascot Racecourse. In fact that Tuesday was a beautiful Sydney autumn day, and early in the morning Hammond did take his Boxkite on a short test flight, at a height of about 200 ft, around the shores of Botany Bay. But at 4 pm, the time advertised to the public, a strong wind had come up, and the flight was cancelled. As before, with the Defries fiasco, J. & N. Tait arranged for flags to be flown from prominent pubs in the city, to signal suitable weather conditions for flying. Nevertheless, the credibility of J. & N. Tait with Sydney's public diminished day by day, until Hammond finally took to the air at the advertised time on Saturday April 22. The headlines then read: "WHAT IT IS TO FLY – WONDERFUL EXHIBITION – AN AMAZED POPULACE – MR HAMMOND FLIES OVER BOTANY BAY." Weather during the following week again made for an unreliable flying programme. For example, on Wednesday April 26, "a goodly number of people went out to Ascot, but the weather, though seemingly suitable for flying in the opinion of the public, did not justify the management opening the gate." However, a small band of enthusiasts waited in hope, and were rewarded after 5 pm when Joe Hammond did take to the air. No doubt Hammond was motivated by two of the enthusiasts who waited. One was the former Labor Prime Minister of Australia, John Watson. The other was Billy Hughes, once again acting Prime Minister due to the absence of Andrew Fisher, who was on the high seas en route to England.

Billy Hughes was not the only Labor federal politician who had become an aviation enthusiast. The American born member for the Tasmanian electorate of Darwin, King O'Malley, was also spokesman for several fellow Labor parliamentarians who believed that aeroplanes potentially represented better value for money than battleships. At the same time O'Malley urged the formation of closer ties with America, with a view to forming a defence alliance in the Pacific. But it was the defence of the British Empire in Europe which occupied the mind of George Pearce when he returned to Australia after the Coronation. In a secret briefing to all Dominion ministers attending the Imperial Conference, a warning was given of the possibility of war with Germany within the next four years. The Prime Minister and Treasurer, Andrew Fisher, was also convinced of the need to include aviation as part of Australia's defence strategy. On October 26, 1911, in his budget presentation, Fisher announced a provision of £4000 for expenditure on military aviation.

One of the reasons for Fisher's cautious approach to spending on military aviation was that, as a weapon, it had not yet been tested in battle. However, just as he was delivering his budget speech, the Kingdom of Italy was engaged in a military invasion of the Ottoman provinces of Tripolitania and Cyrenaica, now known as Libya. As part of its invasion force, Italy dispatched its Sezione Aviazione, made up of two Bleriot XI; three Nieuports; two Farmans and two Etrich Taube monoplanes. The aeroplanes were accompanied by five qualified pilots, six reserve pilots and twenty nine support crew. Early in 1912, two Italian dirigibles were added to the deployment. The support provided to the infantry, during the Italian-Turkish war 1911-12, proved the viability of the use of aircraft in battle. As a result of Italy's actions we are today, in September 2011, approaching the following significant centenaries for world military aviation; October 23, the first military reconnaissance mission in wartime; November 1, the first aerial bombs dropped on enemy positions; December 11, the first direct fire mission in support of ground troops; December 15, the first use of anti-aircraft artillery against attacking aircraft; January 15, 1912, the first wartime propaganda leaflet drop from an aeroplane, and February 24, the first aerial photo-reconnaissance mission in wartime. Whilst the Ottoman Turks had no aeroplanes in North Africa, they desperately tried to purchase some from France, but without success.

In November, 1911, these events prompted the Committee of Imperial Defence in London to establish a subcommittee to further examine the question of military aviation. In Australia, George Pearce now had the political and financial support to establish a flying school. On December 30, *The Commonwealth Gazette* advertised for applicants to fill the positions of "two competent mechanists and aviators" for the proposed school. The closing date for applicants was February 1, 1912.

The recommendations of the military aviation subcommittee in London were accepted, and on April 13, 1912, King George V signed a royal warrant establishing the Royal Flying Corps. The Air Battalion of the Royal Engineers became the Military Wing of the RFC on May 13. Meanwhile, the Australian High Commissioner in London had received fifty applications in response to *The Commonwealth Gazette's* advertisement, and a lengthy process of consultation and selection began. Back in Australia, Captain Oswald Watt, an officer with the NSW Scottish Rifles, and holder of RAC Aviators Certificate No 112, was instructed to select a site for the proposed flying school. On March 9, his report recommended its location in the vicinity of the newly established Royal Military College at Duntroon. In June, George Pearce received advice from the War Office about the types of aeroplanes adopted by the newly formed RFC. Subsequently, on July 7, the Commonwealth Government announced that orders had been placed in England for two BE 2a and two Deperdussin aeroplanes.

The selection of the first personnel for the proposed flying school was finalised during August. The position of Engineer and Administrator was offered to Samuel Cody. Appointments as pilots were offered to Henry Petre and Harry Busteed, who was an Australian. Four mechanics; R. H. Chester; G. A. Fonteneau; C. V. Heath and A. E. Shortland were taken on strength at this time. Samuel Cody and Harry Busteed declined their offers. This left Englishman Henry Petre alone as Australia's first military aviator. Another Australian, Eric Harrison, was then offered the vacancy left by Busteed which he accepted. If Samuel Cody had taken up the offer to come to Australia as Administrator of the new flying school, it may have saved his life. Within a year he was killed as a result of his latest design, the Cody Floatplane, breaking up in mid air during a test flight from the Basingstoke Canal in the UK. But now the official date of the birth of Australian military aviation was fast approaching. The final plan containing the working details for a flying school and an aviation corps had been submitted to the Military Board by Brigadier-General Gordon on August 9. The Minister for Defence, Senator George Pearce, approved the plan on **September 20, 1912**, and the baby was born! On September 26, Army Order No 132/1912 established a flight comprising four officers, seven warrant officers and sergeants, thirty two mechanics and four aeroplanes for the flying school at Duntroon. On October 22, Army Order 570/1912 announced the formation of an Aviation Corps, with recruiting to begin on January 1, 1913. Only five months separate the signing of the royal warrant by King George V, which established the Royal Flying Corps, and the signing by Senator George Pearce, which effectively established the Australian Flying Corps. And Australia alone, amongst the Dominions of the British Empire, operated an independent air arm for the duration of WWI.

Given the threat of world conflict influencing all defence planning at the time, the growth of the infant aviation corps was painfully slow. A deficiency, the lack of an elementary trainer, was redressed in December by the ordering of a Bristol Boxkite. Henry Petre arrived in January, 1913, and was soon at Duntroon to inspect the site chosen by Oswald Watt. He found the hilly, elevated terrain too dangerous for novices. Petre then inspected sites close to Melbourne and recommended the purchase of 734 acres of grazing land at Point Cook. The Government accepted his advice and, on **March 7, 1913**, announced the formation there of the new Central Flying School. However, an election, held on May 31, resulted in a loss for Andrew Fisher, and a win for the Liberal Party, the new title for the old Fusion Party. Some old names associated with early support for military aviation were back in power. Joseph Cook was Prime Minister, William H. Kelly Minister without portfolio and Senator E. D. Millen the Minister for Defence. In a review of the previous government's decisions, Duntroon was reconsidered for the flying school. The first aircraft imported for the school, a Boxkite and two Deperdussins, were landed in Sydney and stored at Darling Harbour. This kind of political indecision delayed the ultimate selection of Point Cook, and the date of the first flight of a military aeroplane in Australia. Lt. Eric Harrison achieved that distinction at Point Cook on **March 1, 1914...John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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Southern Skies

The Newsletter of AHSA (NSW) Inc

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October Meeting

The October meeting will be held at the Powerhouse Museum on Wednesday 5th October 2011, at 7.45pm. The venue will be the Amenities Room, at the southern end of the Administration building, which is to the south of our former meeting venue. Entry is via Macarthur Street and car parking in the normal area, or immediately in front of the meeting room. Visitors are most welcome and supper will be available after the meeting.

Guest speaker is Ken Garland whose topic will be:

The Boeing 727 – In Australian Service

Ken Garland is well-known to all and has a long history in Australian aviation. Such activities have included military, civil sales and demonstration, manufacturing, maintenance and education, and of course a passion for aviation history. He is well equipped to relate the story of the Boeing 727 in Australian service.

The B727 first flew on 9th February 1963 and received type approval on 24th December 1963. Prior to its certification, the prototype undertook a world tour, visiting 26 countries including Australia. It entered service with United Air Lines on 1st February 1964. In accordance with Australia's then Two-Airline policy, Ansett-ANA and TAA both placed orders for two B727-100 series each on 1st February 1963, with delivery programmed for October 1964 and the type was the first domestic jet to enter Australian service. Ansett-ANA and TAA went on to purchase an additional four new B727-100 series each and a substantial number of the longer fuselage series -200. Ansett retired its last passenger B727 in 1997, although a freighter operated until Ansett's demise in 2001. Australian Airlines, formerly TAA, retired its last B727-200 in 1993.

B727s were also in service with a number of other Australian operators, including East West and air freight operators Independent Air Freighters, Australian Air Express, National Jet, Bloodstock Air Services and DHL. Several corporate B727s were operated by Australian companies for their entrepreneurial owners (Bond Corporation (Alan Bond), Bell Resources (Robert Holmes a'Court), Westfield Corporation (Frank Lowy) and Griffin Holdings (Ric Stowe).

Please join us to enjoy another evening of Australian aviation history.

Committee Meeting

A Committee meeting, commencing at 6.15pm will be held immediately prior to the October meeting.

September Meeting

Guest speaker was Captain Val St. Leon whose topic was the L-1049 Super Constellation in Australian service – sub-titled: a very capricious wayward lady.

Val began the talk with some excellent images of the L-1049 Super Constellation, which clearly showed the differences from the earlier L-749 model. The L-1049 was 18'4" (approx 5.6m) longer than the L-749 and had larger and all-metal vertical tail surfaces. The first Qantas L-1049, VH-EAG, was accepted in March 1954 and it, along with all subsequent aircraft were not delivered with tip-tanks; they were all returned to Lockheed at Burbank to have them installed at a later date.

Qantas had 16 L-1049s, with two, VH-EAI and VH-EAO each serving two periods with Qantas. VH-EAI, which was originally *Southern Sun*, returned on lease from Lockheed as *Southern Boomerang*, and VH-EAO, which was originally *Southern Aurora*, was later leased back from Lockheed as *Southern Prodigious*. A mixture of C, G and H models were operated by Qantas.

The L-1049 was a significant improvement on the L-749, particularly in payload and range. The engines were very complex and used power recovery turbines which were connected to the exhaust ports and in turn directly geared through three fluid couplings to the engine crankshaft, thus converting into useful power about 20% of the available heat energy normally lost through the exhaust gases. These engines were to be known as Turbo-Compound engines. One of the problems with these engines was excessive exhaust flaming and afterburning caused by the power recovery turbines. The exhaust flames extended back to the wing trailing edge, which not only had adverse effects on the structural integrity of the wing, but also alarmed passengers. It was not until the introduction of the L-1049G that the problems were rectified.

Qantas suffered two serious incidents with the L-1049. The first was on 12th August 1959, when VH-EAO en-route San Francisco to New York, experienced a vibration in the number four propeller during cruise at 13,000 feet. Unable to feather the propeller, which was windmilling at about 1500 rpm, the aircraft diverted to Lovelock, Nevada. The engine seized and shortly after, when in the circuit area, the propeller separated. There was no further damage and the aeroplane landed safely. The number 4 engine was almost time-expired and the Federal Aviation Administration (FAA) attributed the problem to the engine, despite it receiving appropriate routine line maintenance and reaching design performance standards. However, the Australian DCA disagreed and

believed that the problem was with the Curtiss Electric propeller, which the FAA never considered as a factor. Val was convinced that the DCA was correct in its findings.

The second major occurrence was the accident involving VH-EAC on 24th August 1960, which crashed on take-off at Plaisance, Mauritius when bound for Cocos Island. The runway in use has a 2% downhill slope and was wet at the time. A power drop was observed on number 3 engine before V1; the take-off was aborted and the engine feathered. The aircraft over-ran the runway at about 40kts, caught fire and was destroyed. The 38 passengers and 12 crew escaped, with 16 passengers and 4 crew receiving minor injuries.

Two ground Qantas engineers at the terminal observed the accident developing and commandeered a vehicle and raced to the burning aircraft wreckage. Their vehicle passed the fire trucks and the engineers entered the aircraft to ascertain whether there was still anyone on board.

The subsequent enquiry criticised the Captain and First Officer due to the lack of training and preparation for such an event. One of the two Flight Engineers on board was suspended and not re-employed. Val believed that the aircraft should have been able to stop before the end of the runway, as it had not reached V1 and, that in fact, it had aquaplaned, thus contributing to its inability to stop before the end of the runway. From his experience, he believed that to stop the aquaplaning, the Captain should have raised the flaps, reducing lift and let the aircraft settle on the runway. It would appear that Qantas was indeed lucky to have escaped both of these occurrences without loss of life.

Val also showed images of the not-to-be L-1249, which was a civil version of the military YC-121F built for M.A.T.S. and powered by 4 Pratt & Whitney YT-34 turbo-props. He said that if the aircraft had entered production, and the onset of jet airliners had not been so close, it was likely that it would have been purchased by Qantas.

The ultimate version of the Constellation family was the L-1649 Starliner, powered by 4 Wright R-3360-988TC Turbo-Compound engines developing 3,400hp each, and designed to compete with Douglas DC-7C. The standard radome for the weather radar extended total length by 2 ft 7 in (0.78 m) over L-1049 without radome. It had a new thin-section wing with a straight taper, and much larger fuel capacity giving a ferry range of over 6,880 mi (11,080 km), first flight 10th October 1956. Forty-four, including the prototype, were built.

The L-1049 Super Constellation left the Qantas fleet in 1960 and played a major contribution to the development of long-range flying by the airline. Val thanked the Society for giving him the opportunity to talk about this great aircraft.

Clarification

Eric Favelle has drawn to my attention that the reference to three engine ferry flights by Qantas Constellations had been made with an engine and cowling entirely removed was incorrect. In fact, this happened in the USA, but not with a Qantas aircraft. Qantas Constellations were known to have undertaken 3-engine ferry flights, with the propeller of the inoperative engine feathered.

Vale

Eric Cunningham

Long-serving member Eric Cunningham passed away on 27th August 2011 after a short illness. He was 85.

Eric was equally well known for his love of aviation and of Alvis cars where he had been a founding member of the Alvis Car Club. Eric had also operated a book shop which stocked a vast number of aviation and motor vehicle editions and he was the long-time editor of "Alvibatics", the Alvis Car Club magazine. Eric joined the RAAF towards the end of the war and maintained his passion for flying, as well as his Alvis, to the very end.

Although unable to attend monthly meetings at the Powerhouse Museum, Eric made the effort to attend meetings at Bankstown, which were closer to his rural home.

Eric always had a cheery greeting and will be missed by all those who remember him.

Catalina Festival

The Catalina Festival will be held at Rathmines Park, Lake Macquarie on Saturday 5th November 2011, from 10.00am until 3.30pm. The event will include a fly-past and alighting of seaplanes and an aerobatic display by a Pitts. Earlier this year *Australian Aviation* magazine reported that one of Paspaley Pearls' Grumman Mallards from Darwin was undertaking a charter to and from the Catalina Festival – no further details have been received.

Another Catalina

Qantas Founders Outback Museum Catalina VH-EAX arrived in Darwin from Den Pasar on 11th September and departed for Mt Isa two days later. It finally arrived at the Museum at Longreach on Wednesday 14th September 2011. The aircraft had been delayed in U Tapoh, Rayong, Thailand since mid-October 2009 because of engine and fuel problems. A number of parts were borrowed from HARS' inventory of spares and an engine was borrowed from the Hawdon Operations' DC-3, VH-AES.

In an interview with ABC Radio, Western Queensland, Museum Spokesman John Seccombe explained the aircraft has been at a military base in Thailand for the last 18 months, where it broke down in transit from Spain.

"It's very rare and of course there are times when we thought it would never arrive, we thought it would rot in Thailand. Fuel went missing out of it so you have to ask how secure it was. When the riots were going on in Thailand, we wondered whether it would turn into a civil war and whether in fact the aircraft would be safe. I am thrilled to see it here."

The Longreach museum hasn't decided yet whether to keep this vintage and rare Catalina in the air, or leave it on permanent display. Warwick Tainton, the Museum's Chairman, said it has cost an awful lot of money.

"It will have cost us something like one-million dollars to get it back and I would like to see it keep flying but we haven't made those decisions. It's been such a long, arduous road you might say and we are really, really proud to get it here. The big story really is the engineers

and the pilots who have actually bought the aeroplane out, it had been sitting idle for eight years I think."

Mr Seccombe said either way, it'll be some time before it goes on display because they plan to refurbish it in its war-time camouflage colours.

"The question is whether we take it to Wollongong where the Historical Aircraft Restoration Society operate from and enlist their assistance with it to refurbish it, or whether we do it here. But we hope to have it back here by Easter."

For Sale

Navy Sea King Helicopters for Sale

On 1 September 2011, Minister for Defence Materiel Jason Clare released the Request for Tender for the sale of the Navy's remaining Sea King helicopters.

The Request for Tender includes:

- * Five complete helicopters;
- * Three airframes;
- * A simulator; and
- * Associated unique equipment and parts.

"The Sea Kings will be withdrawn from service in December 2011," Mr Clare said. "They've been the workhorse of the Navy, having flown in excess of 60,000 hours in operations in Australia and overseas.

"The latest example of their work was the disaster relief and search and rescue missions they conducted during the Queensland floods."

Mr Clare announced on 7 June 2011 that Sea King 'Shark 07' would be preserved at the Fleet Air Arm Museum in Nowra with the remaining aircraft to be offered for sale by tender.

"This is a really versatile helicopter and a proven capability. The Sea Kings could be used for a range of things like fire fighting, disaster relief, search and rescue, by another Navy or commercially," Mr Clare said.

The sale of the Sea Kings will be marketed across the world including major Defence expos in the United Kingdom and Canada in September.

Submissions close on 1 November 2011.

Boeing 787

Courtesy Boeing media release.

Boeing and All Nippon Airways (ANA) will celebrate delivery of the first Boeing 787 Dreamliner on 26th September in Everett, Washington, after contractual delivery occurs on the 25th September. Events throughout the day on the 26th will commemorate delivery of this game changing aircraft to its launch customer.

"The airplane is ready. ANA is ready. And, Boeing is ready," said Jim Albaugh, President and CEO of Boeing Commercial Airplanes. "This airplane begins a new chapter in aviation history."

ANA's airplane will arrive in Tokyo on September 28, following a 27th September departure from Everett, Wash., and will be greeted by ANA employees, media and Japanese partners. Details of events in Everett and Tokyo will be provided in the weeks ahead. Many of the events will be webcast live, allowing people around the world to participate in the celebration.

Shinichiro Ito, president and CEO of ANA Group, said, "As launch customer, we are delighted to be taking

delivery of our first 787 Dreamliner. This aircraft will enable us to offer new standards of service and comfort to our passengers and will play an important role in our international expansion strategy as we seek to become Asia's number one airline."

ANA launched the 787 program with a record-setting order of 50 airplanes in April 2004. The airline has played a key role in guiding the design of the Dreamliner.

The Boeing 787 Dreamliner is an all-new commercial jetliner that brings new efficiencies to airlines and delivers superior comfort to passengers. The airplane features the industry's largest windows, a lower cabin altitude and cleaner air. These features combine to allow passengers to arrive at their destinations more refreshed.

The first passenger service by the long awaited aircraft will be a charter flight to be conducted on 26 October 2011 between Tokyo and Hong Kong and returning the following day. The Dreamliner's first regular domestic service will be on 1st November between Tokyo's Haneda Airport and Okayama, followed by a service between Haneda and Hiroshima later in the day. The aircraft will begin international operations between Tokyo and Beijing in December and between Tokyo and Frankfurt in January.

The Qantas Group has 50 of the aircraft on order – with 15 going to Jetstar. Delivery is programmed for 2014, although Qantas recently reported that it was now expected to be 2015.

Royal Australian Historical Society Lecture 90th Birthday of the RAAF

The Royal Australian Historical Society will hold a day lecture: 90th Birthday of the RAAF on Wednesday 5th October, 2011 at History House, 133 Macquarie Street, Sydney commencing at 1.00pm. Guest Speaker, Ross Pearson, will give a review of the development of and involvement of the RAAF during its 90 years of existence. It will provide an insight into the experiences of the men who served during this period, with a sometimes light-hearted delivery timed with a serious vein of operational experiences.

Ross served in the RAAF in WWII in Bomber Command, has edited and has written a number of books on the RAAF and is currently President of the Bomber Command Annual Commemorative Day Foundation.

Admission cost is \$7.00 for members and \$9.00 for non-members. Bookings are essential and can be made by telephoning the RAHS On (02) 9247 8001, or by email to history@rahs.org.au.

AHSA Meetings Melbourne

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

Wednesday 28th September: AHSA member John Fisher has an aviation museum at Maryborough dedicated to De Havilland aircraft. He will talk about flying his Tiger Moth from England to Australia.

Wednesday 26th October: Guest speaker will be John Hopton, noted aviation researcher and author.

Brisbane

Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome; contact Don Furlonger (07) 3371 5867.

Friday 30th September: Graham Potts will show three films produced by the Shell Oil Company: *Airport 1935* – A Day at Croydon Airport; *MAC Ship 1945* – The Merchant Aircraft Carrier; and, *High Speed Flight 1960* – Subsonic, Transonic, Supersonic.

In 1904 the Royal Dutch Company for the Exploitation of Oilwells in the Dutch East Indies and the Shell Transport & Trading Company merged to form Royal Dutch Shell – subsequently and widely known simply as ‘Shell’.

In 1924 the Company commenced filmmaking, and within ten years had consolidated this activity under a dedicated Film Unit. Subjects of the Unit’s work varied enormously, although most tended to reflect the work and presence of Royal Dutch Shell around the world.

The growth and development of the Company and powered flight have been closely contemporaneous, with the Company contributing greatly to the tremendous advances that aviation has enjoyed in its relatively brief history.

The three films offered here are absolute delights in their own rights, but together in particular they celebrate that diverse and special partnership, Shell and Aviation.

Calendar of Events

1 October 2011 Showcase Day – Trainers – Temora Aviation Museum. Temora NSW

1-2 October 2011 Rotors, Wings and Wheels Fly-in. Museum of Australian Army Flying. Oakey Qld

8-9 October 2011 AAAA Auster Rally. Temora NSW

15 October 2011 Showcase Day – Pacific Theatre – Temora Aviation Museum. Temora NSW

15-16 October 2011 Jamestown Fly-in. Jamestown SA

15-16 October 2011 SAAA Langley Park Fly-in. Perth WA

5 November 2011 Catalina Festival, Rathmines Park, Rathmines NSW

5 November 2011 Showcase Day – Scale Model Invitational – Temora Aviation Museum. Temora NSW

6 November 2011 Barossa Air Show. Rowland Flat SA

13 November 2011 NSW Sport Aircraft Club Open Day. Wedderburn NSW

19 November 2011 Airshow. Temora Aviation Museum. Temora NSW

3 December 2011 Showcase Day – Pearl Harbour/USA – Temora Aviation Museum. Temora NSW

The William Ewart Hart Centenary Celebration

By Keith White

October 1911 - Disaster

“*The Nepean Times*”, published on Saturday 7th October, carried a sub-heading “DAMAGED BY WINDSTORM” and reported: “Mr. W.E. Hart’s biplane was very considerably damaged on Tuesday last by a very strong, gusty wind.”

The Boxkite had been slightly damaged the previous Friday 29th September, and “had been again repaired and

given a fly, and was left near the tent on Belmore Park where the trouble occurred. A rather strong wind got up, and one or two extra sharp gusts carried the machine some twenty or thirty yards from where it had been left, turning it completely over now presented almost the appearance of a total wreck. Fortunately, the engine, propeller, etc., were uninjured.”

The same article continues with Hart saying “.... We thoroughly overhauled the engine preparatory to our projected long flight on Monday afternoon. Everything was in thorough order, and the machine was ready in our tent when we went for lunch. A slight breeze had sprung up, and we took the precaution to rope the machine firmly to the ground. On returning, however, we found the wind had considerably increased, and, while we were approaching the machine, an extra powerful gust broke the ropes, lifted the machine and tent up, and the whole thing turned completely over, reducing the framework to splinters. Fortunately, the engine and propeller were uninjured Fortunately we have some spare material, and feel confident that we shall have the machine ready within a fortnight. We can assure the public that they will then have the opportunity of seeing some splendid flights around the city.

Mr Hart wishes to assure the public with the fact that his machine is as safe as could be, and that he has never had an accident while actually in the air. In several recent flights he has carried a passenger.” Who? McDonald?

So, in the same newspaper article, the damaging wind blew on Tuesday 3rd October, whilst Hart said the wind blew on Monday 2nd October; and the Bureau of Meteorology has no official records to confirm the correct day.

The smashed Boxkite was taken to his father’s joinery workshop at Parramatta, where Hart, assisted by McDonald and others, all with minimal, if any, experience in building an aeroplane. But they did have a positive approach to a project with, no doubt, a relatively high degree of difficulty, and constructed what amounted to be a new aircraft. It had a wingspan of 34 ft 6 inches and weighed some 1,050lbs (*Roots in the Sky*, by Oliver Tapper). Maybe, the aircraft should then have been renamed the Hart Boxkite!

When finished, the aircraft was returned to Belmore Park, where McDonald and Hart tested it. Then McDonald returned to England, and Hart was on his own in aiming to achieve what he later described as his “mastery of aviation.”

To be continued next month.

Contributions and Contacts

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

Thanks

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

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

A Centenary For The New South Wales Aero Club - Part 1.

On September 29, 1911, *The New South Wales Aero Club* was launched when the Presidency of the Bondi Section was accepted by the Lord Mayor of Sydney, Sir Allen Taylor. Sir Allen had only recently been knighted on the occasion of King George V's coronation in June. The headquarters of the new aero club was located at 171 Bondi Road, Bondi, the home of Charles Lindsay Campbell and his wife Lillian. At the time the couple had two children; three year old Lindsay and six month old Keith. Today, Sir Allen is remembered as one of Sydney's most dynamic Lord Mayors, and by Taylor Square, Darlinghurst. On the other hand Campbell, who was the first Australian aviation pioneer to lose his life in pursuit of his magnificent obsession, is now of faint memory. Much of his story is told in Ted Wixted's book, *Queensland Aviation, From The Ground Up, 1910-1912*, published in 1972. I suspect that more information is available in the archives of the Queensland Museum, and from family historian Pam Campbell, the wife of a grandson of Campbell. A biography of Charles Lindsay Campbell is a much needed addition to the rich record of Australia's aviation history.

The formation of *The New South Wales Aero Club* creates more questions than answers. For example, when Campbell opened the doors of the *The Queensland Aero Club* at 25-31 Turbot Street in Brisbane on June 6, 1910, he did so with the backing of Queensland's Governor, Sir William MacGregor, and with Australia's Prime Minister, Andrew Fisher, as a foundation member. When news of this northern upstart, who seemed to have the support of people in high places, reached George Augustine Taylor in Sydney he initiated an attack on Campbell's credentials through letters to the editor in *The Brisbane Courier*. *The Queensland Aero Club* did not fit into Taylor's vision of one national organisation overseeing the development of aviation in Australia. Taylor's vision dictated that the political influence of *The Aerial League of Australia*, and its state branches, was not to be compromised by any rival group. It is surprising, therefore, that a year later the President of *The Aerial League of Australia*, Sir Allen Taylor, agreed to support Campbell's new venture in Sydney. What prevented another well publicised brawl between George Augustine Taylor and Campbell?

The location of *The New South Wales Aero Club* was only a stone's throw from the home of George Augustine Taylor's parents who lived at 25 Penkivil Street, Bondi. Speaking of throwing stones, and by way of clarification, I am reminded of the film, *Monty Python's Life of Brian*. There is a scene in the film where there is confusion between *The People's Front of Judea* and *The Judean People's Front*. Let there be no confusion between *The New South Wales Aero Club*, which had a very short life, and *The Aero Club of New South Wales*, which, with the *Royal* prefix added, had a long and distinguished life, but is now much lamented.

Charles Lindsay Campbell was born in Queensland in 1863. He later recalled that since he was a boy he had a fascination with flight. As a young man he experimented with box kites. At the turn of the century he had relocated to Western Australia where he found employment as a railway inspector with the government railways. His experimentation with kites continued in Perth. In early 1903, in association with others, including Arthur Watts, a dentist, and Mr Williams of the Perth Mint, he experimented with a man carrying glider. In later years, during his confrontation with George Augustine Taylor, Campbell wrote a letter to the editor of *The Brisbane Courier*, published on September 21, 1910, in which he wrote: "Mr Taylor was not the first to soar through Australian air as, unless this was accomplished before June, 1903, many experimental swoops were made in Perth W. A., from an extemporised water chute by half a dozen of the yacht club fraternity, and no importance attached to such feats, beyond being "good sport", the improvised machine being of the now known monoplane type." In Perth, Campbell appears to have been established in secure employment and accepted into relatively affluent social company, including the yacht club fraternity. His name appears in *The West Australian* in connection with the prosecution of travellers on the railways for fare evasion, and once when he himself was fined for exceeding the speed limit of 12 mph in a motor vehicle. In Perth he met

and married Lilian Bennett. Their first child, a son, was born in 1908. Despite this new responsibility he was soon to turn his back on Perth, and risk his future, and that of his family, on an uncertain venture in the eastern states.

In his letter to the editor of *The Brisbane Courier*, written in September, 1910, Campbell wrote: "Less than three years ago I was requested by my then employers to decide between aeronautics and their business, and I chose the former." Following his death on August 3, 1912, his widow, Lilian, said that her husband, "was a government railway inspector in a very good position, but out of genuine patriotism, and a passion for airmanship, he resigned his post in order to bring airmanship before the Australian military and naval authorities and before the general public. He spent thousands of pounds upon aeroplane experiments, giving up all for the science of flying."

During the early months of 1909, *The West Australian* published information about the inauguration of *The Air League of the British Empire* in London. A report in the paper on April 15, stated that the Australian Minister for Defence, George Pearce, had noted the Air League's gift of £10,000 to promote aerial investigation in the overseas dominions, and that this would engage the attention of the inventors' committees which the Defence Department was establishing in the various states. The Minister also said that a number of airship inventions were already awaiting investigation. These developments no doubt motivated Campbell to plan a visit to Melbourne to seek a meeting with the Minister in connection with his own research into aerial navigation. By July, when Campbell arrived in Melbourne, bringing with him drawings and photographs of a 6 ft model he had constructed in partnership with Arthur Watts, the political scene had changed, and *The Aerial League of Australia* had already lobbied the new Minister for Defence, Joseph Cook. The new government's approach to supporting the invention of aerial machines was influenced by George Augustine Taylor's concept of a competition. On September 8, the Commonwealth Government finally announced a prize of £5000 to the winning inventor of a competition for a flying machine for military purposes. On November 11, Campbell was back in Melbourne, this time in company with Arthur Watts, for a meeting with members of the Cabinet, including Joseph Cook. Campbell and Watts brought with them a new model, about one quarter size, to demonstrate to the politicians and the press at the Independent Hall in Collins Street.

Campbell and Watts had no success with their invention, and no completed prototype was entered by them in the commonwealth competition. Campbell was later to blame George Augustine Taylor for the "absurdity" of the conditions of the competition. He wrote that the conditions suggested to him, "a competition for an armless man to climb a greasy pole with the unattainable bait of a £5000 note nailed on the top." During 1909, Campbell lobbied Western Australian politicians on both sides of politics. He was supported by Charles Frazer, the federal member for Kalgoorlie, and Sir John Forrest, The federal member for Swan. Frazer had been a fellow worker with Campbell in the Western Australian Government Railways and was elected to federal parliament in 1903. In October, 1911, he was appointed Postmaster-General in the second Fisher Labor Government. When Campbell met with members of the Fusion Government during 1909, Sir John Forrest was the Federal Treasurer.

In the New Year of 1910, Campbell decided that he needed to relocate to the eastern states if he was to play a leading role in the progress of aviation in Australia. He moved back to his home state of Queensland and was soon active again in promoting the new science of aeronautics. At the *Longreach Agricultural and Pastoral Show*, in early May, he exhibited a monoplane and two biplane gliders brought with him from Western Australia. He also displayed the plans for an amphibious aeromarine monoplane, powered by a double cylinder vertical vaporising engine, which he intended to enter in the commonwealth competition. However, his first objective, following his move to Queensland, was to set up *The Queensland Aero Club*. Campbell communicated his ambitions regarding aviation to the Governor of Queensland, Sir William MacGregor. It was Sir William who suggested Brisbane as the location for the club. Campbell worked quickly, using his own savings to convert the old Moreton Butter Factory at 25-31 Turbot Street for his purposes. *The Queensland Aero Club* opened its doors on June 6. Within a month, forty members were enrolled including Andrew Fisher, Prime Minister of Australia and Member for Wide Bay, Queensland.....**John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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Southern Skies

The Newsletter of AHSA (NSW) Inc

November 2011 No.456

November Meeting

Arthur Butler Memorial Lecture

The November meeting, which will feature the 29th annual Arthur Butler Memorial Lecture, will be held at the Powerhouse Museum on Wednesday 2nd November 2011, at 7.45pm. The venue will be the Coles Theatre, Powerhouse Museum. Entry is via Macarthur Street and car parking through the Security Gate. Visitors are most welcome and supper will be available after the meeting.

This year we are honoured to have as Guest Speaker, Air Marshal Mark Binskin AO, Vice Chief of the Defence Force. In celebration of the 90th anniversary of the formation of the Royal Australian Air Force, Air Marshal Binskin will reflect on the history and role of this proud force.

Air Marshal Mark Binskin was born in Sydney in 1960. His service commenced with the RAN in May 1978 and on completion of flying training, was posted to fly A-4G Skyhawk aircraft at Naval Air Station Nowra, NSW. He served in VC724 and VF805 Squadrons and in January 1982 was selected as the first RAN pilot to undergo an exchange with the RAAF flying Mirage III aircraft. On completion of this exchange and with the disbanding of the Navy's fixed wing capability, he joined the RAAF.

Air Marshal Binskin's other flying tours include No 2 Operational Conversion Unit and No 77 Squadron at Williamtown, NSW flying Mirage and F/A-18 Hornet aircraft; training on F/A-18 aircraft with the United States Navy at Lemoore, California; instructing on F-16C aircraft with the United States Air Force at Luke AFB, Arizona; and No 75 Squadron at Tindal, Northern Territory flying F/A-18 aircraft.

His command appointments include Commanding Officer of No 77 Squadron at Williamtown, Commander of Air Combat Group (F/A-18, F-111, Hawk and PC9-A(F)) and later as Air Commander Australia. Air Marshal Binskin's flying qualifications include Fighter Combat Instructor and Tactical Reconnaissance Pilot. Additionally, he has served as the RAAF F/A-18 Hornet Demonstration Pilot. He has over 3,500 hours in single-seat fighter aircraft.

Air Marshal Binskin has served in various joint and single service staff positions including Headquarters Australian Defence Force as Deputy Director Airspace Control and as Staff Officer to the Chief of Defence Force; in the Defence Materiel Organization as Officer Commanding the Airborne Early Warning and Control System Program Office; and in Air Force Headquarters as Director General Performance Management Audit and Director General Capability Planning. During Australia's 2003 contribution to the war in Iraq, Air Marshal Binskin

served as Chief of Staff at Headquarters Australian Theatre. Following this, he served as the first dedicated non-USAF Director of the US Central Air Force Combined Air and Space Operations Centre where he was responsible for the conduct of all Coalition air operations in support of Operation Iraqi Freedom and Operation Enduring Freedom (ADF Operations Catalyst and Slipper). For this service he was awarded a Commendation for Distinguished Service.

Air Marshal Binskin is an Officer in the Order of Australia (AO). He has also been recognised by the Republic of Korea with the Order of National Security Merit, Gukseon Medal; and the Republic of Singapore with the Meritorious Service Medal (Military).

Air Marshal Binskin is a graduate of the Harvard Business School Advanced Management Program, Australian Institute of Company Directors and RAAF Command and Staff Course where he was awarded the Chief of Staff's Prize for Professional Excellence.

Air Marshal Binskin was appointed Vice Chief of the Defence Force on 1 July 2011.

Committee Meeting

Committee members are requested to arrive by 6.30pm to assist in the preparations for the meeting.

October Meeting

Guest speaker was Ken Garland

The October issue of *Southern Skies* provides a detailed summary for Ken Garland's presentation of *The Boeing 727 in Australian Service*. Ken briefly covered this information in his introduction, adding that he had his own practical involvement with the B727 when, as an apprentice with Hawker de Havilland in the mid 1960s, he burnished endless ash tray lids, and tested Ansair seats until his own fatigue failure, for Reg Ansett's fleet of B727s. He described the engineering features that made the B727 such a versatile airliner with its huge triple-slotted trailing edge flaps, and new leading-edge slats, permitting operations from airports inaccessible to its close relative, the Boeing 707. Our DCA also demanded modifications including two extra escape hatches, 12g seats and HF radio. The 727 was the first trijet introduced into commercial service, and the first jet airliner to exceed 1000 in production, eventually reaching a total of 1833. Before showing us his comprehensive collection of B727 images, Ken expanded the title of his presentation to *The Boeing 727 in Australian Service and Beyond*. The reason for this was that his images represented not only each Australian registered B727, but also followed each aircraft

into the many and varied liveries of the companies in which it subsequently served. Ken also showed his dedication to the subject by bringing to the meeting a beautiful model he made of a B727 in TAA livery. He also brought in two die-cast B727 models, one in the markings of TAA, the other in the markings of Ansett-ANA. Ken was thanked for his excellent presentation of a subject which is obviously close to his heart.

Ken Garland's talk, heralding the 47th Anniversary on October 16, 2011, of the arrival of the first pure jet aircraft for Australian domestic operations, was a reminder of a significant milestone in Australian aviation history. The Two-Airline Policy dictated the arrival together of the first two B727s, one for Ansett-ANA, (VH-RME, Captain A. Lovell), and the other for TAA, (VH-TJA, Captain D. A. Winch). There was great excitement at Essendon when both B727s appeared overhead at 2:45 pm on schedule, circling the airport before flying over Melbourne. The crowd at the airport was given a great thrill when both aircraft returned in parallel formation to make a low pass over the runway before peeling off with Ansett's B727 landing first. A passenger on board VH-RME was Reginald Ansett himself. When interviewed before a bank of TV cameras, he said: "We're in the jet age now, and this is the best jet for our type of flying, the best jet in the world, and the fastest, so it's the best, and just good enough for Australia."

Another First from 1911 Submitted by Keith White

"The centenary of the exciting aviation year of 1911 with its collection of new events is coming to a close, but, at the beginning of November 1911, one event occurred which can be recalled only with regret.

Even though it was only 8 years since the Wright Brothers were successful with their "flying machine" in achieving the new phenomenon of powered flight resulting in the new sport of "having a fly", some military minds were seeking ways in which the aeroplane could be used as a weapon of war.

An opportunity to put theory into practice came during the Italo-Turkish War (1911-1912), which had commenced at the end of September 1911.

At the commencement of the war, Italy had mobilised and sent an expeditionary army corps, including nine military aircraft, to counter the Turkish occupation of Tripoli, Libya.

Commencing from 23rd October 1911, the aircraft were used initially for aerial reconnaissance of Turkish positions and later for artillery spotting.

Then, on 1st November 1911, an Italian pilot dropped three 2kg Cipelli grenades from his Etrich Taube aircraft on a Turkish position near Tripoli. Another grenade was dropped on a separate target, but the results are unknown.

This was the first time an aircraft had been used as an offensive weapon to drop bombs onto ground targets. It was a small start for a new weapon of war.

During the same campaign, the next development soon followed. An Italian army engineer produced a cylindrical bomb containing explosive and shrapnel. Ten of these could be carried in a container in an aircraft where a

lever in its cockpit could release them singly or in a "stick", and so development goes on.

We all know how the concept of using an aeroplane to attack military, and later, civilian targets and targets at sea has developed. By 1945, this included the atom bomb, one of the most devastating bombs of all. One of these was dropped on each of two Japanese cities in August that year, resulting in a massive loss of life and terrible casualties, as well as destruction of large sections of the cities. Since that time, a variation from normal bombing has been the development of the air to ground missile which usually results in complete target destruction.

With large, and some small countries prepared to manufacture arms of all types, including nuclear weapons, for sale to other countries and users, and the latter wanting to acquire and use such arms, sadly death and destruction will continue.

Today, in Australia, we can only hope the air attacks enduring across our north during WWII are our only experience of this form of man's inhumanity to man."

Catalina Festival

The Catalina Festival will be held at Rathmines Park, Lake Macquarie on Saturday 5th November 2011, from 10.00am until 3.30pm. The event will include a fly-past and alighting of seaplanes and an aerobatic display by a Pitts. Earlier this year *Australian Aviation* magazine reported that one of Paspaley Pearls' Grumman Mallards from Darwin was undertaking a charter to and from the Catalina Festival – no further details have been received.

On the Internet

Oshkosh 2011

www.twaseniorsclub.org/Oshkosh.html

This short film clip shows some of the excellent flying and variety of aircraft at the Experimental Aircraft Association AirVenture 2011 Air Show at Oshkosh.

Oshkosh 2011

Further to the above film clip, the following statistics might be of interest.

The EAA President and CEO Rod Hightower said:

* "This year's event was a tremendous success. From the arrival of the Boeing 787 to our tributes to Bob Hoover and Burt Rutan, all the way through the huge crowd on the flight line for Saturday's night air show, the spirit of aviation was alive and well at Oshkosh this year. You could sense the enthusiasm for aviation and the future of flight throughout the AirVenture grounds."

Attendance: 541,000 - Increase of 1.3 percent from 2010. Comment from Hightower:

* "The final attendance figure came in almost exactly where we thought it would. Opening day (July 25) was a tremendously successful day, while Friday (July 29) was very close to a record and Saturday (July 30) - with the superb lineup and night air show - was a big draw. Only some rainy weather in the middle of the week prevented the increase from being even greater."

Total aircraft: More than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

Total showplanes: 2,522 (up 142 aircraft from 2010). Total includes 974 homebuilt aircraft, 899 vintage airplanes, 367 warbirds, 94 ultralights, 92 seaplanes, 36 aerobatic aircraft, 30 rotorcraft, and 30 miscellaneous.

Commercial exhibitors: 803 (up from 777 in 2010)

International visitors registered: 2,098 visitors registered from 68 nations, with Canada (551 visitors), Australia (297), and Brazil (257) the top three nations. (NOTE: This total includes only non-U.S. visitors who register at the International Visitors Tent, so the actual international contingent is undoubtedly larger.)

Media: 861 media representatives on-site, from five continents.

What's ahead for 2012? Comment from Hightower:

* "Next year, for the 60th annual EAA fly-in, we'll be honoring Paul and Audrey Poberezny for all that they have done for the aviator community. We'll also welcome the iconic Piper Cub on its 75th anniversary. We're encouraging all owners of this legendary airplane to come to Oshkosh and turn the field yellow. We are going to be hosting a tribute to the Tuskegee Airmen, inviting all surviving members of this renowned World War II unit to join us at AirVenture. In addition, we'll recognize Van's Aircraft founder Dick VanGrunsven, whose RV series of aircraft have become the most popular homebuilt aircraft kits in the world. And, of course, there will be plenty of additions and one-of-a-kind surprises that can be found only at Oshkosh."

AHSA Meetings

Melbourne

Meetings are held on the fourth Wednesday of the month, at the RAAF Association, 24 Camberwell Rd, Hawthorn East. Meetings start at 7.30pm. Contact Antony Grace, 0418 170 395.

Wednesday 26th October: Guest speaker will be John Hopton, noted aviation researcher and author.

Brisbane

Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome; contact Don Furlonger (07) 3371 5867.

Calendar of Events

5 November 2011 Catalina Festival, Rathmines Park, Rathmines NSW

5 November 2011 Showcase Day – Scale Model Invitational – Temora Aviation Museum. Temora NSW

6 November 2011 Barossa Air Show. Rowland Flat SA

13 November 2011 NSW Sport Aircraft Club Open Day. Wedderburn NSW

19 November 2011 Airshow. Temora Aviation Museum. Temora NSW

3 December 2011 Showcase Day – Pearl Harbour/USA – Temora Aviation Museum. Temora NSW

The William Ewart Hart Centenary Celebration

By Keith White

November 1911 - Success

Equipped with what was virtually a brand new biplane, and well trained, Hart continued to practice daily what he had learned from McDonald. In his own words

(*The Cumberland Argus*, 26th October) he "became expert at using the controls on the ground. One day, a local resident asked when I was going to take it up, and more in a jocular spirit than anything else, I answered: 'tomorrow morning'. News travels fast in a country town, but I did not anticipate the crowd of 500 or 600 who turned up to see me take-off. However, having burned my boats, it was a case of now or never, and I told my mechanic to let go if I waved my hand.

The engine worked well and the machine started off, gathering speed as it made for the end of the paddock. The supreme moment had arrived. Pulling the controls, I found myself 30 feet in the air almost before I realised it. She appeared to be going so nicely. I tried the lateral controls and the machine answered quite well. 'This is easy', I thought, but at that moment the question of how to get down before the clumps of trees was reached became pressing. I pushed the stick forward and somehow fluked quite a good landing, after having achieved, mostly by good luck, my first flight.

This performance was repeated many times that day, and once I flew over the town. By evening I considered I was quite adept at the new art.

Next morning, Friday 3rd November, with my brother as a passenger, I flew to Parramatta attaining an altitude of 3,000 feet on the way. Arriving over Parramatta Park, we attempted a descent, but, being unacquainted with the difficulties associated with a right-hand turn, thinking that both right and left-hand turns were equally easy, we turned to the right and thereafter, for some minutes, I remember nothing except being bumped and bounced all over the place, which was particularly risky as I was only seated on the edge of the wing. This suddenly stopped and I found myself close to a clear patch of ground at the back of Parramatta Park, where I managed to effect a good landing:

The experience gave the brother a scare and he would have no more flying. Consequently, I made the return trip alone."

This was the first cross-country flight in Australia. He left Penrith at about 6.45am, and was able to have breakfast with his father, after a flight of 19 minutes.

Moving forward to 1962, the Parramatta National Park Trust initiated proceedings which resulted in a memorial to commemorate this flight being unveiled on 16th June 1963, in Parramatta Park. Unfortunately the inscription on the memorial contains three errors: the flight occurred on 3rd November 1911, not 4th November 1911; he was an officer of the A.F.C., not the R.F.C.; and, he died at 58 years of age, not 56.

His return journey to Penrith was not as successful. The weather turned unfavourable when he was over Seven Hills, so "I had to make for the nearest open ground, which happened to be a Chinaman's garden. The Chinese made a great fuss over their spoilt vegetables, and I had my first experience of paying for damage. In due course, I reached Penrith again in safety some days later."

As well as the year 1911 being a "good year" for the phenomenon of powered flight, there was another phenomenon of the time – the silent moving film, and Hart's biplane activities at Penrith soon attracted the attention of the camera. He first appeared in a "short"

which was produced by T.J. West and shown at the Glaciarium Theatre, probably in November 1911, and included his "sensational aeroplane flight over Penrith" ... but more on the subject of moving film later.

Anxious to qualify for the Aviator's Certificate, he arranged to be examined on Thursday 9th November at his Belmore Park base on the flying tests set down by the Royal Aero Club of Great Britain and supervised by officers of the Aerial League of Australia. The tests were cancelled due to adverse weather conditions.

Two days later, he completed some of the tests before the propeller broke and slightly damaged his aircraft. Five days later, Thursday, 16th November, he completed the tests and became the first person in Australia to qualify for the Aviator's Certificate. His flying ability during the tests impressed the examiners, particularly Major Rosenthal, who allowed his 12 year old son to fly with Hart during the final test.

As you would expect from an enterprising young man, in his quieter moments leading up to the flying tests, he was thinking ahead, and one of his plans was another cross-country flight, certainly longer than his flight to Parramatta. He contacted the secretary of the Royal Agricultural Society (R.A.S.), who reported on 27th November 1911 to Council that "I have also let the Ground to Mr Hart for 14 days to exhibit his flying machine, but the season has not been successful, the weather having been unpropitious. The charge for the ground in the usual one of 10%" of the gross gate receipts.

Maintaining the momentum created by the publicity given to his aviation exploits to date, he announced he would make another cross-country flight from Penrith, this time to the R.A.S. Showground (now Centennial Parklands Showring) at Moore Park on Saturday, 18th November. He left Penrith at 4.20am and arrived at the Showground 55 minutes later.

At least two newspapers published accounts of this flight, namely *The Sun* (18th November 1911) and the *Sydney Morning Herald* (20th November 1911). As well, some 18 years later, the magazine *Flying* (1st December 1929) published an article by Hart, part of which included his account of the flight. All three had a number of variations from each other, but all agreed his flight was a great achievement. "This is the longest voyage in the air that has been accomplished this side of the equator." (*The Sun*, 18th November).

Perhaps the *Sydney Morning Herald* provided the best comment when describing Hart's landing at the Showground: "A golf enthusiast who was watching him approach said: 'He'll have to try a lofting shot over the bunker', which exactly described what the airman really did. Mr Hart cleared the barrier with a beautiful rise, and dropped on to the green as lightly as a bird."

As Hart said in his magazine article: "The feat has never been repeated. Numbers of airmen, who know the high boards and stands which surround the ring, declare they would never attempt it, and neither would I, for that matter. I did it in sheer ignorance of its difficulties. I almost believe that, if photos were not in existence, there would be many to declare it was never done".

Hart never seemed to miss an opportunity to advertise aviation and himself. For example, on the day following

his successful flight to the Sydney Showground, *The Sun* newspaper published the following advertisement in its sporting section:

AVIATION EXHIBITIONS

By W.E. Hart,

AUSTRALIA'S INTREPID AVIATOR

As his reputation grew, he was careful to emphasise the principle of safety in flying. He said he would prefer to put up a record for safe, rather than circus flying.

On 21st November, *The Sun* newspaper reported Hart flew out of the Showground shortly after 5 o'clock that afternoon intending to fly over the city. The weather conditions were too rough, and, after flying locally, he "... descended into the Showgrounds beautifully, jumping various hoardings with ease".

At a luncheon on 28th November 1911, during the Parramatta jubilee celebrations at which Hart was a guest speaker, the Mayor of Parramatta, Ald. Jago, "proposed a toast to Mr Hart's health ... and this proved to be one of the happiest inspirations of the day. It was received with tremendous cheering." Mr Jago said, 'Our young friend has brought us greater prominence than possibly anyone who has ever lived in the town', and at this there was renewed cheering." Hart bore his honours modestly (quotes from an unidentified newspaper).

The Daily Telegraph, dated 30th November, published an article, "Another Fly". The previous morning, Hart flew over La Perouse and Botany Bay "in awkward windy conditions which made it unsafe to attempt to fly over the city". He landed "in Victoria Park Racecourse, where the biplane is to be stationed (while not in flight) until Mr Hart takes the machine to Brisbane." He was also "prepared to attempt a 'fly' over Sydney" in the afternoon, but the wind was too strong.

Next morning, 30th November, he made several flights from the racecourse, but not to any great height because of strong winds. On four of the flights, he carried a passenger, who included two of his sisters, one of whom became "the first Australia-born lady to make a journey through the air." (*Daily Telegraph*).

To be continued next month.

Contributions and Contacts

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

Thanks

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

Disclaimer

Opinions expressed by contributors to this newsletter are not necessarily those of AHSA (NSW) Inc or the Editor.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

A Centenary For The New South Wales Aero Club - Part 2.

At the time of formation of *The Queensland Aero Club* in June, 1910, Charles Lindsay Campbell believed that there would be some advantage in establishing a Queensland section of *The Aerial League of Australia*. His approach to the Aerial League in Sydney was welcomed, and as a result an affiliated Queensland section came into being in July, with Charles Lindsay Campbell as its Honorary Secretary. Shortly afterwards, George Augustine Taylor became aware of the existence of *The Queensland Aero Club*, and the prominence of Campbell as a well connected promoter of aviation. Taylor perceived something in Campbell akin to a loose cannon with the potential to threaten his own pre-eminence as the authority on aviation in Australia. This probably explains his immediate attack on Campbell in the pages of *The Brisbane Courier*. In his book, *Queensland Aviation From the Ground Up 1910 - 1912*, Ted Wixted posed the questions: "Did the inspiration for the formation of *The Queensland Aero Club* derive, in point of fact, come from the Sydney group known as *The Aerial League of Australia*? If not, Taylor's description of the Aerial League as the "parent body" was erroneous and somewhat presumptuous. Further, were there any singularly significant features about either the League or the club which would enable the credit due to each to be apportioned? They were working in the same field, aviation, but it seemed they were working by different methods and at different levels." It seems clear that, in Taylor's mind, the existence of *The Queensland Aero Club* threatened his grand vision of a national organisation, with state branches acknowledging the authority of "head office" to speak for aviation with one voice. The voice, it should be understood, would be that of George Augustine Taylor.

Despite Taylor's harassment during the second half of 1910, Campbell's energy was unabated. At *The Queensland Aero Club* in Turbot Street, Brisbane, the premises were fitted out as an aircraft factory, available for members to work on their projects from 10 am to 10 pm. By July 8, the first locally made heavier-than-air machine, a biplane glider, had been completed by club member Tom Macleod. The club promoted an aircraft model competition, the entries for which closed on June 30. Later in July, it was announced that members Macleod and Le Bas had won the major prizes. During August, at the annual Brisbane Show, the Aero Club put together a major exhibition under the title of *The Aviation Court*. On August 9, the State Governor, Sir William MacGregor, and his wife Lady MacGregor, visited *The Aviation Court* while attending the show. Subsequently, Sir William accepted an invitation to become Patron of *The Queensland Aero Club*.

Early in 1910, West's Pictures opened its theatre, *New Olympia*, at North Quay in Brisbane. During September, Campbell encouraged the theatre management to present a special programme of cinematographic film illustrating the progress of aviation overseas. He provided a collection of aeroplane models to decorate the theatre for the duration of the programme, titled *Aviation Week*, which opened on September 29. He further supported *Aviation Week* by giving a talk to the large audiences attending, which provided a background to the films. During this period, Campbell's articles, on aeroplane model making and the science of aeronautics, also appeared in the local papers. The month of October was a particularly busy one for Campbell and the Aero Club. Tom Macleod had been preparing to fly his gliders by practising on a specially constructed simulator in the backyard of his home at West End. The location of his first trial flights was on the slopes of Herston Heights near the Brisbane Hospital, where, he later said, he nearly broke his neck attempting to fly his Lillienthal type glider. He had more success on the Aero Club's bat wing monoplane glider. Arrangements were then made with *The Aerial League of Australia* to appoint an official observer for his flights. The Aero Club's engineer, and Aerial League member, James Lawson-Smith was appointed. Tom Macleod achieved the first officially observed flight in Queensland, on a heavier-than-air apparatus, at Herston Heights on October 11, 1910. He considered his flights at Herston Heights to be practise for the more challenging goal of flying his biplane glider. This attempt required a more suitable site which he found

on the property of Sir Hercules Sinnamon at Oxley. He first flew his biplane glider at what is now Sinnamon Park on December 22, 1910. The centenary of this flight was commemorated at the site by the unveiling of a plaque on December 18, 2010. Tom Macleod was in Sydney on November 11, 1911, where he was one of the official observers for the tests performed by W. E. Hart to qualify for his aviator's certificate.

During *Aviation Week*, advertisements appeared in the Public Companies section of *The Brisbane Courier* calling for subscribers to invest in a venture proposed by Campbell, *The Australian Aviation Development Company Limited*. Campbell was aware of the commercial limitations of the Aero Club. From his own resources he had equipped the club with furnishings, machinery and tools. An injection of funds was now urgently needed to enable further progress to be made. Subscriptions to the proposed new company had already been received by the time the float was launched on October 15, at a function held at the Aero Club. Syndicate shareholders attending the float agreed to lease all of the equipment and furnishings used in the running of the Aero Club. It was then proposed that the new company would establish a flying school. It was envisaged that Campbell, or a competent deputy, should travel to France to secure a Farman biplane for the flying school. Tom Macleod and James Lawson-Smith were among the subscribers for shares in the new company. Just as *The Australian Aviation Development Company Limited* was in the process of formation, Gaston Cugnet and the Bleriot sales team were meeting with Senator George Pearce in Melbourne outlining similar plans for a flying school in Australia, equipped with up to six Bleriot XI machines.

Since the French had come to Australia, it seemed no longer necessary for Campbell to go to France in search of an aeroplane. Campbell contacted Cugnet to arrange a meeting with him in Melbourne to discuss some form of co-operation. In the meantime, during November, Campbell negotiated with Brisbane's *Metropolitan Water & Sewerage Board* for permission to erect a meteorological kite station on the Board's property on Eildon Hill. Campbell was also in discussions with the State's education authorities about ways to encourage students to learn more about the new science of aeronautics.

As it happened, the timing could not have been worse for Campbell to leave Brisbane at the end of 1910, and travel south to meet Cugnet in Melbourne. His wife Lilian was pregnant with their second child, due in March, 1911. The details of how the Aero Club was to function, in parallel with the *The Australian Aviation Development Company Limited*, had not yet been resolved. His own finances were stretched to the limit, and were dependent on the future success of the new company, which was still in limbo. Gaston Cugnet crashed his Bleriot XI at the Melbourne Cricket Ground on December 3, effectively dashing any prospects of being of practical assistance to Campbell. A compromise plan put to Cugnet, was for him to act as flying instructor for *The Queensland Aero Club*, and to bring his damaged Bleriot XI to Brisbane for a non-flying exhibition. Even this plan turned sour when Cugnet did bring his Bleriot XI to Brisbane, but only after ditching Campbell in favour of another agent.

Notwithstanding everything else that went wrong, Campbell's greatest misfortune was the consequence of a meeting he arranged with Senator George Pearce, on January 5, to discuss his detailed plans for a flying school, and an Australian aviation corps. When he spoke to the Minister for Defence, which hat was he wearing? He was, after all, the Honorary Secretary of the Queensland section of *The Aerial League of Australia*. Campbell left Melbourne to return to Brisbane on January 14. George Augustine Taylor, had had enough of Campbell's muddying the waters. He also headed for Brisbane to check on the health of the Queensland section of the Aerial League, and to deliver a lecture to members of *The United Service Institute* titled *The Air Age*. Aerial League members attended the lecture on February 3, including Tom Macleod and John MacDonald. Charles Lindsay Campbell was conspicuous by his absence. To emphasise that it was he, not Campbell, who had the ear of George Pearce, Taylor declared to the applause of his audience that: "I have the pleasure in making public that the Minister for Defence has given a promise that he would start an aviation school at the Federal capital site." Shortly after the lecture, Tom Macleod was elected to the vacant position of Honorary Secretary of the Queensland section of the Aerial League. In March, 1911, with all his hard won progress in tatters, and his finances devoured, Campbell turned his back on Brisbane...**J. Scott**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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Southern Skies

The Newsletter of AHSA (NSW) Inc

December 2011 No.457

December Meeting

Australian Aviation Museum Bankstown

The December meeting will be held at the Australian Aviation Museum, Bankstown on Wednesday 7th December 2011, at 7.45pm. Enter via Starkie Drive, near the Milperra Road entrance to Bankstown Airport. Visitors are most welcome and supper will be available after the meeting.

The theme of the meeting will be *William Ewart Hart* - the subject of a series of articles published in the past few issues of *Southern Skies*.

Keith White, the author of the series, will provide a short discourse about Hart, and during the evening, members will be able to view Museum aircraft and peruse and purchase items from the gift shop.

Please join us for our last meeting for the year.

November Meeting

The November meeting featured the 29th annual Arthur Butler Memorial Lecture, and the Society was honoured to have Air Marshal Mark Binskin AO, Vice Chief of the Defence Force as presenter of this year's lecture.

Air Marshal Binskin was welcomed by Ms Sandra McEwen, Senior Curator at the Powerhouse Museum, and welcomed and introduced by AHSA (NSW) President Ian Debenham. In celebration of the 90th anniversary of the formation of the Royal Australian Air Force, he acknowledged the opportunity to reflect on the history and role of this proud force.

He noted that the RAAF was the world's second oldest Air Force, but due to the government policy of the day, its continued existence was under review just 18 years later. Fortunately common sense prevailed, just in time for World War II. Mark made an interesting comparison between the "father" of the RAAF, Richard Williams, and aviation pioneer, Arthur Butler. Both had to fight for their existence in their chosen fields, and their eventual demise both could be attributed to government policy.

Williams developed the RAAF after a period of post-war austerity, but the use of ex-Great War aircrew was an inspiration to their peers. The RAAF had 50 fighter aces who had fought in the Great War.

Mark spoke of the tradition of the RAAF - not just the pomp and ceremony, but also of the battles in which Australian airmen had fought; such as by 461, 463 and 467 Squadrons over Europe, 75 and 76 Squadrons at Milne Bay, Papua New Guinea, by 9 Squadron at Long Tan, Vietnam, United Nations peacekeeping in Somalia, Rwanda, Bougainville and Cambodia as well as providing support during civil emergencies during Cyclone Yasi and the southern Queensland floods.

The RAAF has had its share of conceptual and strategic thinkers. Mark paid tribute to Henry Wrigley who served in the Australian Flying Corps in The Great War, piloted the first trans-continental flight from Melbourne to Darwin and developed the concepts for the RAAF's air power doctrine. Lawrence Wackett was also acclaimed as a great innovator by establishing the first Experimental Aircraft Section in 1924. He too had served in the Australian Flying Corps and was a keen supporter of an indigenous Australian aircraft industry. The Experimental Aircraft Section has developed over the years to become the Aircraft Research and Development Unit (ARDU) now based at RAAF Base Edinburgh, South Australia.

As part of its innovation program, the RAAF has initiated a strategic reform program and aircraft improvement program. Mark gave a number of examples of cost saving features that have been developed by service personnel.

He related the evolution that has occurred in the RAAF since 1921, and noted the changes in expenditure and acquisition of assets. He believed that the most significant aircraft that changed the way the RAAF introduced new systems and logistics was the Lockheed C-130A Hercules. It was a very sophisticated aircraft in the 1950s and its technology and systems were a significant step up for the RAAF.

Mark spoke about the introduction of the Heron UAV, which is being used in Afghanistan, and the rapid introduction into service of the type. Of particular interest was that whilst the aircraft is unmanned, it requires a large support staff to keep it in operation. In the future, he envisaged that larger UAVs, such as the Global Hawk, might become part of the RAAF's assets, however they would supplement rather than replace manned surveillance aircraft such as the Boeing P-8 Poseidon.

In response from a question from the audience, Mark expressed hope that women would soon pilot fast jet combat aircraft. He said that women have not been prevented from flying such aircraft for several years, despite recent media suggestions that this is a new initiative from the government. Women currently serving as aircrew either have not been selected or have not applied for selection to operate such aircraft, but they do currently crew C-17A Globemaster III, Lockheed Martin C-130H/J Hercules and Lockheed Martin AP-3C Orion.

At the conclusion of the address, Ian Debenham thanked Air Marshal Binskin for his very interesting address and presented him with an appropriately inscribed plinth commemorating his lecture.

Aviation Heritage

Aviation Heritage, which is the Journal published by AHSA Inc, is well known to our members. As from the first issue in 2012, its new editor will be Tony Clark.

Tony is seeking a greater range of articles published with a NSW emphasis or written by NSW authors. This year, John Scott, Tom Lockley and Keith White have provided excellent articles for the journal, and Tony seeks further contributions in the coming years.

Submissions on a topic that relates to Australian aviation history can vary in length between 1,500 and 6,000 words and consideration will be given to longer articles where the subject matter is of great significance.

Please consider on how you might be able to contribute such articles or offer suggestions, comments and constructive criticisms to improve the journal.

Former RAAF Movements

Boeing 707-338C Tankers

The RAAF's last three Boeing 707-338C tanker aircraft departed Richmond recently on delivery to the civilian air tanker operator, Omega Air.

N624RH (ex-A20-624 and VH-EAD) and N629RH (ex-A20-629, C-GGAB, G-BDLM and VH-EAI) departed Richmond on 23 October 2011 bound for the USA and overhaul before entering service with Omega Air.

N623RH (ex-A20-623, C-GRYN, G-BDKE and VH-EAC) departed Richmond on 25 October and will be placed in storage for about 2 years before Omega Air determines if it will join its fleet.

The RAAF's first two B707s were purchased direct from Qantas and delivered in March 1979. VH-EAD became A20-624 and VH-EAC became A20-627. The latter was retired in 2001 and dismantled at Richmond in November 2009. Five more B707s were purchased over the next decade, with four aircraft converted as tanker transports.

A20-623 was purchased from Worldways Canada, after earlier service with Ontario Worldair and Qantas; A20-629 was also purchased from Worldways Canada after earlier service with British Caledonian and Qantas, whilst three B707-368C series were purchased from Saudia: A20-103 (ex HZ-ACG), A20-261 (ex HZ-ACI) and HZ-ACC, which was used for spares and as a training aid, but never flew for the RAAF. A20-103 crashed off the coast near East Sale on 29 October 1991 during asymmetric training. A20-261 was retired in August 2006 and sold to Turbine Motor Works in the U.K.

De Havilland Canada DHC-4 Caribou

Two former RAAF Caribou aircraft have been acquired by the Historical Aircraft Restoration Society (HARS), which will preserve the aircraft in flying condition. A4-210 departed Oakey for Albion Park on 29 October 2011, whilst A4-234 was delivered to Albion Park on 2 November 2011. Since delivery, A4-210 has been registered as VH-VBA and A4-234 as VH-VBB. A large amount of spares has also been acquired.

Brisbane based Amrock Aviation has acquired seven other former RAAF Caribous for use on humanitarian aid missions in Papua New Guinea and the Solomon Islands. It is understood that it could take some two years to convert

these aircraft to civilian status and that some aircraft will be used only as a source of spares.

The RAAF acquired its first of its 29 DHC-4 Caribou in March 1964 and retired the type in November 2009.

On the Internet

In the past few years, a number of aircraft spotter's blogs have been established. These report on aircraft movements, news and information and often images from around Australia and New Zealand. Of particular interest, but without the forums which often contain large amounts of unnecessary chatter, are the following:

Perth Airport Spotter's Blog – Western Australia's aviation news and movements.
aegwaspotters.blogspot.com

Far North Queensland Skies – A diary of movements and events in Far North Queensland aviation.
fnqskies.blogspot.com

South East Queensland Aviation News – news and information, particularly from Brisbane and Gold Coast airports. southeastqldaviation.blogspot.com

MRC Aviation – from New Zealand, with many interesting links to other aviation sites.
mrcaviation.blogspot.com

GA Long Haul News – news and information of ferry flights undertaken in the Pacific Region.
galonghaulers.blogspot.com

Fifty Years Young

The 12th December 2011 marks the 50th anniversary of the first flight of the Victa Airtourer 100, VH-MVA. Designed by Henry Millicer, the all-metal Victa Airtourer was developed from the prototype wooden Millicer Airtourer, VH-FMM, powered by a 65hp Continental engine and which first flew in Melbourne in April 1959.

Victa manufactured 170 Airtourers, 110 of the 100 model, powered by a 100hp Continental engine, and 60 of the 115 model, powered by a 115hp Lycoming engine.

Following the failure to compete with the cheaper American imports, such as Cessna, Piper and Beechcraft, and the inability to secure government assistance, the design was sold to Aero Engine Services Limited (AESL) of New Zealand, which built 94 Airtourers with either a 150hp or 160hp engine. AESL's successor, New Zealand Aerospace Industries, (later Pacific Aerospace) went on to produce the CT-4 trainer which was based on the more advanced Victa Aircruiser.

AHSA Meetings

Melbourne

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

Sunday 18th December: The annual barbeque will be held on the grassed area just before the entrance gates at Moorabbin Airport. Please bring your own meat, drink and chair. Cooking facilities will be provided. If the weather is inclement, this event will be held within the Moorabbin Air Museum.

Brisbane

Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome; contact Don Furlonger (07) 3371 5867.

Calendar of Events

3 December 2011 Showcase Day – Pearl Harbour/USA – Temora Aviation Museum, Temora NSW

21 January 2012 Showcase Day – Australian Made – Temora Aviation Museum, Temora NSW

4 February 2012 Showcase Day – British Built – Temora Aviation Museum, Temora NSW

18 February 2012 Showcase Day – Korea to Vietnam – Temora Aviation Museum, Temora NSW

The William Ewart Hart Centenary Celebration

By Keith White

Before continuing with the story of Hart's aviation activities for the month of December 1911, I must add a postscript to November's episode.

Among other references, I have been using an article written by Hart entitled *"My First Flight"*, which was published in the December 1929 issue of *"Flying"*, the journal of the Aero Club of New South Wales. In the article, he does not mention his flying activities during the months of September (solo flight?) and October. In fact, he wrote "... were fated never to fly that machine, ...", which is incorrect. Apart from a reference to "Hammond's visit in 1911, ...", there are no dates. But he did describe the difficulty he experienced in controlling the Boxkite when making a right-hand turn during his flight from Penrith to Parramatta.

Unfortunately, his description of this experience is not consistent with more recent opinions of controlling a Boxkite in flight. In an article published in our Society's newsletter in April, 1980, our esteemed member, John Scott, quoted Mike Jerram's statement (in part) from Wings Encyclopaedia that "... it was all but impossible to persuade a Boxkite to make a left-hand turn at all...". The same statement appears in Jerram's article on the Boxkite published in the book, *"In the Cockpit (1991)"*. More recently, Gary Sunderland states in his article, *"Henry Farman and his Boxkite"*, (*Aviation Heritage, September 2011*) that "Turns to the right were normal, but left turns sometimes resulted in much loss of height. Often it was better to fly a 270 degree right hand turn than attempt a 90 degree left!"

All of which prompts at least one question: how did he complete his figure 8 circuits during the flying tests for his aviator's certificate? More research on this matter is necessary but must wait until later.

In last month's article, I identified his flight from Penrith to Parramatta as the first cross-country flight in Australia. The first was by J.J. Hammond on 18 February, 1911 from Altona to Geelong. Hart's was the first by an Australian.

DECEMBER, 1911.

RECOGNITION.

Since 21 September, 1911, when William Hart's Bristol Boxkite aeroplane arrived in Penrith, his natural talents had

brought him from his first career in dentistry through a new car business to his new career of being both the owner of a "flying machine" and the first person in Australia to qualify for an aviator's certificate. As well, he had, with help, virtually built his own "flying machine" following the destruction of his original Boxkite in a windstorm, and he had made another cross-country flight, this time from Penrith to the Sydney Showground.

All this had been achieved in a time frame of two months. The media was very generous in its praise of his aviation activities and feats, which the public had supported with growing and warm enthusiasm. I do not think such an achievement could be matched today.

On 5 December, 1911, *The Sydney Morning Herald* published the following:

"Honouring an Airman.

The Aerial League of Australia will, this afternoon, present Mr. Hart, the Parramatta airman, with a trophy and a certificate. Mr. Hart recently passed a severe test at the hands of the military aerial experts at Penrith, and, in view of the importance now attached to aero-plane (sic) scouting, and the need for encouraging airmanship in the Commonwealth, this evening's gathering is regarded as having special significance from the standpoint of Australian aerial defence. The operations around Tripoli have demonstrated the practical utility of the bi-plane for reconnoitring purposes. The presentation will take place at the Royal Society's rooms, and addresses will be delivered by General Gordon (the State Commandant), Colonels Antill and Carrington, and by Mr. Holman (Attorney-General). Parramatta, Mr. Hart's native city, is immensely proud of his achievements, and at a public meeting held last night, at which the Mayor (Alderman Jago) presided, it was decided to open a subscription list for a testimonial to young Australian airmen."

The *Herald's* report next morning of the meeting read, in part:

AUSTRALIA'S FIRST AVIATOR.

"Presentation to Mr. Hart ... In view of the recent success of Mr. W.E. Hart in winning the first aerial test in Australia at the hands of the Aerial League of Australia, a meeting was held at the Royal Society's rooms last evening to present Mr. Hart with a silver shield as a trophy, together with the certificate of the league.

A motion affirming the necessity for the immediate and serious consideration of the establishment of a system of aerial defence for Australia was moved by General Gordon, seconded by Captain Stowe, and supported by the Mayor of Parramatta.

Colonel Vernon, who opened proceedings, said that this was somewhat of a red-letter day in the history of the league. The papers were full of what was being done elsewhere, and thanks to one or two men, Mr. Hart in particular, we had come to see aerial navigation carried on safely and easily in Australia.

Australia today, said Lieutenant G.A. Taylor, had a new sphere, that of the air. It won the support of Mr. Joseph Cook, ex-Minister for Defence, to whose credit the offer of a £5000 prize for an Australian military flier (sic) must be placed. The members of the league had spent over £2000 in experiments. Mr. W.E. Hart, of Parramatta, a member of the league, was the first Australian to make

cross-country flights, and had developed the art of flying to a high degree of excellence. His flight from Penrith to Sydney in a fog and during bad weather could not be excelled, and his winning of the first aviator's certificate of this league was in itself a proof of high qualification.

Mr W. E. Hart, who was enthusiastically applauded, said he would like to say a little about high-flying. A lot of people still had the idea that if an engine went wrong while in the air that would be the end of the chapter. As a matter of fact, one was all right (sic) so long as one had a suitable place for alighting. One could glide one mile for every 1000 feet of altitude. He himself would rather establish a record for safe and careful flying than for any circus performances. He recounted some of his early experiences in flying. The hardest thing he ever did was to wave his hand to "let go" on his first flight. He didn't feel "too chirpy," but it had to be done, and when he got up he found it was not so bad after all. Mr. Hart leaves this evening for Melbourne where he is to interview the Minister for Defence."

As reported in the above two Herald articles, it was considered the aeroplane's main role in society was to be as a weapon in our country's national defence. During a talk Hart gave in late November, 1911 it was reported that he "... hinted at the possibility of training within the next 12 months a staff of aviators, who would be available for defence work".

In those relatively early days of aviation, the wonder of flight was an experience enjoyed by only a small number of people who flew as a pilot or passenger of an aeroplane. It was considered a sporting activity, and reported in the media as such. The social and economic benefits which the aeroplane could bring to our relatively small population scattered across our very large, empty land were yet to be realised.

Overseas, military minds in a number of countries were starting to develop the aeroplane as a weapon of war e.g. refer the article, "Another First in 1911", in last month's newsletter. Australia, as a society with only a small army and a smaller navy as a defence force, would have to consider following a similar path.

On arrival in Melbourne, Hart saw the Acting Chief of the General Staff (Department of Defence) who wrote to the Secretary, Department of Defence, on 8 December, 1911 and outlined two proposals which Hart had discussed with him. A copy of this letter to the Secretary has just come to hand. Its contents are most interesting. I have summarised in the next two paragraphs the proposals Hart put to the Acting Chief of Staff. However, his first proposal raises a question: how did he obtain the second bi-plane (less engine) mentioned? I am investigating this question, and will advise as soon as possible.

Hart's first proposal was that the Government take over his equipment etc. and start a temporary training school, at an estimated cost of up to £3500, including "1 bi-plane complete" and "1 bi-plane (less engine)", pending the establishment of a permanent school of aviation. Estimated salaries would total £1062 p.a., including Hart's of £750 p.a. He planned to train 25 officers a year.

The second proposal was that he kept his equipment and received a fee of £100 for each officer trained by him

and who received an aviator's certificate at the conclusion of such training.

However, other considerations coming from within the Department concerning aviation training for officers seemed to prevail, although the Acting Chief did recommend that six additional officers be selected for training under Hart.

As a follow-up to his visit to Melbourne, on 14 December, 1911, Hart wrote a letter to the Minister of Defence stating, in part, "... I have decided that if your Department will assist me in this matter, I will open an Aviation School at Penrith, New South Wales immediately." A copy of this letter has also just come to hand and should be read in full, but, due to space considerations in this newsletter, the full letter will be reproduced in our February 2012 newsletter.

Meanwhile, Hart proceeded with his plan to establish an aviation school - the first in Australia - at his base at Belmore Park, Penrith. This plan included inviting the Commonwealth Postmaster-General (PMG), Mr. C.G. Fraser, to officially open the school on 3 January 1912, which the PMG accepted.

To be continued in the February issue.

2012 Subscriptions

Subscriptions are now due for 2012. If you have a renewal form enclosed with this newsletter, please fill in the form and pay the modest fee at the AHSA (NSW) December meeting or send to:

The Membership Secretary,
AHSA (NSW) Inc
94 Allambie Road
Allambie Heights NSW 2100

The subscription rate for the combined AHSA (NSW) Inc and AHSA Inc membership has reverted to \$55 for the year, whilst the subscription for AHSA (NSW) Inc alone remains at \$25. Please make your cheque or money order payable to AHSA (NSW) Inc.

Contributions and Contacts

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

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Disclaimer

Opinions expressed by contributors to this newsletter are not necessarily those of AHSA (NSW) Inc or the Editor.

THE PRESIDENT AND COMMITTEE OF AHSA (NSW) INC WISH ALL OUR READERS A MERRY AND PEACEFUL CHRISTMAS AND A HAPPY NEW YEAR.

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

A Centenary For The New South Wales Aero Club - Part 3.

The circumstances surrounding the departure of Charles Lindsay Campbell from Brisbane in March, 1911, were messy to say the least. However, Campbell seemed to hold onto his friends who were members of *The Queensland Aero Club*. In his book, *Queensland Aviation from The Ground Up, 1910-1912*, Ted Wixted wrote: "Campbell had given Queensland youth an opportunity, and a sense of direction, which many were never to lose. The club was finished but its spirit went flying on. Within a few years some of its leading members participated in one of the most unique aviation episodes of World War I. Lindsay Campbell had not really failed." The early achievements of Tom Macleod, one of the founding members of the aero club, have already been described. In November 1914, he formed *The Queensland Volunteer Flying Civilians* to train on a Caudron aeroplane at a field near the Brisbane suburb of Hemmant. Macleod, with eight volunteer flying civilians, sailed for England, where they were accepted into service with the Royal Flying Corps. Macleod served with No. 13 Sqn. RFC with a period in command. He was awarded the Croix de Guerre avec Palme, and an OBE in 1918. He transferred to *The Australian Flying Corps* as a major, and was demobilised in 1919. On his return to Brisbane he was a founder of the new, (Royal Queensland), Aero Club. In December 1922, he was appointed a commissioner on the *World's Board of Aeronautical Commissioners*. He served as a director of the infant Qantas, from 1925 to 1929, where he helped establish the company's involvement with the flying doctor service. *The Thomas Macleod Aviation Archives*, established in 1973 at the Queensland Museum, is named after him.

During an earlier period of his life, 1903 to 1906, Campbell experienced stable employment within a mining community. His employer, *The Western Australian Government Railways*, had stationed him in Kalgoorlie in a residence at 164 Collins Street. Now, in March, 1911, having cut his ties with Brisbane, he may have yearned for the stability he found in Kalgoorlie, and looked around for refuge in a similar mining community. With his family expanded to four, after the arrival of baby Keith, he moved north to the gold mining town of Mount Morgan, near Rockhampton. With barely time to adjust to his new surroundings, Campbell was again preaching his magnificent obsession. During May, he opened an *Aerial Exhibition* in premises opposite the Supreme Court in East Street, Mount Morgan. Describing himself as an instructor with *The Queensland Aero Club*, he charged an entrance fee of sixpence to the *Aerial Exhibition*. Patrons were promised exhibits including an aerial engine, Marconi wireless telegraphy equipment, and war kites. A lecture by Campbell on how to fly was also promised as part of a visit to the exhibition. On May 29, Campbell took his war kites and signalling flags to the North Rockhampton golf links for a demonstration. During the day one of his kites reached an altitude of about 1700 ft. Campbell then advertised a meeting for 8 pm on May 31, at the Mount Morgan Technical College, for the purpose of forming an aero club.

The meeting launched *The Mount Morgan Aero Club* with a membership of twenty. Mr J. M. Newman was elected as Honorary Secretary. A resolution was passed asking Mr C. L. Campbell to prepare a lecture on aeronautics and wireless telegraphy to be presented to a future club meeting. Planned activity by club members was discussed, involving the construction of war kites and participating in a flying model competition. It was anticipated that when club membership reached thirty, an application for affiliation with *The Queensland Aero Club* would be made. Campbell gave his talk titled, "The Conquest of the Air", at the technical college on June 14. This inspired aero club members to purchase a biplane glider which was for sale in Brisbane. The glider was transported to Mount Morgan, erected by club members, and flown for the first time on June 23, at a site near Carlton House, the residence of the General Manager of the Mount Morgan Gold Mining Company. The best flight of the day was over a distance of about 50 ft during which a height of 20 ft was reached. As a result of this activity, club membership increased to more than thirty.

One of the young Mount Morgan men, whose enthusiasm for flight was fuelled by

membership of *The Mount Morgan Aero Club*, was twenty years old Stan Dallas. At the time, Stan was working in the assay office of the mining company, and was attending night classes in chemistry and technical drawing at the local technical college. Stan was helped by his younger brother Norvel to build a glider, which was wrecked at their first attempt to fly it. The brothers continued to experiment with flying models. Just as Tom Macleod, and other members of *The Queensland Aero Club*, paid their own way to England, after the outbreak of WWI, to offer their services to *The Royal Flying Corps*, so too did Stan Dallas. Refused enlistment by the RFC, he was accepted into *The Royal Naval Air Service* in 1915, after topping the entrance exam ahead of eighty three other applicants. The service record of Roderic Stanley Dallas, DSO, DSC & Bar, Croix de Guerre, should be known to all Australians. He became the second highest scoring Australian fighter ace of WWI with an official score of 39. He was appointed Commanding Officer of No 1 Squadron RNAS in June 1917, and transferred to the RAF, after its formation on April 1, 1918, in command of No 40 Squadron flying SE 5a's. Stan Dallas lost his life in lone combat with three Fokker triplanes from *Jagdstaffel 14* over Lievin in northern France on June 1, 1918. A tribute appeared in *Aeroplane* magazine which read: "Roderic Dallas had become almost a legendary character in the RNAS. He was a pilot of quite extraordinary skill, a fighting man of astonishing gallantry, a humorist of high order, and a black-and-white artist of unusual ability. But, above all this, he was a great leader of men. To be in Dallas' squadron was quite one of the highest honours open to a young fighting pilot of the RNAS and the high reputation held by certain of the RNAS squadrons operating with the RFC during the past year or two has been largely due to the training, example and leadership of Roderic Dallas."

The security of a job with a steady income in Mount Morgan seemed to have eluded Campbell. he was, after all, approaching his 49th birthday. Pursuit of his passion for aviation had been going well with the *Mount Morgan Aero Club*, but everything connecting him to the town seems to have been severed after about mid 1911. By then, he had relocated his family once again, following the prospect of work as a mechanic in Sydney. After a short period of settling in to his new home at Bondi, he followed the pattern of Brisbane and Mount Morgan by putting out feelers for like minded people interested in forming an aero club. On September 29, he launched *The New South Wales Aero Club*, and announced that the Lord Mayor of Sydney had accepted the Presidency of the Bondi Section. However, where in Brisbane in 1910, and Mount Morgan in 1911, the existence of an aero club was a novelty, by the second half of 1911 Sydney had been there, and done that, with the Aerial League.

Following the formation of *The Aerial League of Australia* in April 1909, under the dynamic leadership of George Augustine Taylor, and the subsequent public demonstrations of powered flight by Defries, Houdini and Hammond, Campbell's overtures in Sydney seemed out of date. Just as he launched his aero club in Sydney, public attention was drawn to the activities of W. E. Hart who was testing his Bristol Boxkite at Belmore Park near Penrith. In any case George Augustine Taylor was the ring master of aviation initiatives in Sydney, and Campbell was unlikely to receive much assistance from his old adversary.

There was a hint of desperation when Campbell described himself as, "an expert, trained in the best English and Continental workshops", in an advertisement he placed in *The Sydney Morning Herald* which appeared on October 30. The ad was an invitation to gentlemen interested in aeronautics to attend a meeting that day at 58 Hunter Street at which they might wish to become members of an aviation syndicate formed to conduct a gliding school and to operate war kites. On November 2, *The Daily Telegraph* reported that *The Australasian Aviation Syndicate Limited* had been formed. The ghosts of subscribers to the *The Australian Aviation Development Company Limited*, launched by Campbell in Brisbane just a year earlier, must have haunted the meeting room. As it happened in Brisbane, the Syndicate agreed to acquire from Campbell his full interest in the aero club, together with his tools, stock, plant, agencies and contracts. With further echoes of Brisbane, prospective subscribers were told that nearly all the required capital had been paid, and only one or two more names were needed. It was a matter of get in quick! On Saturday, November 4, the day after W. E. Hart achieved his first cross country flight, from Penrith to Parramatta, Campbell was flying war kites at Bondi in an effort to promote his new venture. It was Bill Hart who made the headlines. **J Scott**