



AHSAN

# AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

PO BOX K346 HAYMARKET NSW 1238

## Southern Skies

THE NEWSLETTER OF AHSAN (NSW) Inc

JULY 2013 ~ No 474

file 2013-2

July-Sept

### July Meeting

The July meeting will be held at the Powerhouse Museum on Wednesday 3 July 2013, at 7.45pm.

The venue is the Amenities Room, at the southern end of the Administration building. Entry is via Macarthur Street and car parking is immediately in front of the meeting room. Visitors are most welcome and supper will be available after the meeting.

Our speaker at the July meeting will be Ron Cook, who will reflect on his past experiences with international airlines, and his current responsibilities with Torii Tours, providing access to the world's aviation heritage. Ron has chosen as the title for his talk:

### DEGREES OF SEPARATION

Ron commenced his involvement with air travel in 1966 as a fares and ticketing officer with Bank of NSW Travel. From 1968 to 1970 he was employed by Northwest Orient Airlines as Australian Sales Representative. He then spent a decade with Cathay Pacific Airways, moving up to the position of Australian Marketing Manager for the airline. From 1980 to 1985 he joined the Travelaw travel agency. Ron then became involved with the Air UK/ KLM UK operation as Regional Director Australia. In 1995 he was Chef de Mission Australia for AOM French Airlines, which operated a DC 10 / A340 service from Noumea, through Sydney and Colombo to Paris. From 2000, Ron has been full time with Torii Tours, helping to plan its well known brand of aviation tours to all parts of the world.

Contemporaneously with his full time employment, Ron is a foundation committee member of The Australian Aviation Law Association. He has also published through Petty Publishing Pty Ltd, "The ABC of Evidence" and "The Petty Sessions Review". Since 1985 he has been an expert witness in the Supreme Courts of NSW, QLD and VIC responsible for the preparation of court reports regarding disabled travel. Please join us for Ron's talk which will be illustrated by images and enlivened by anecdotes from someone with a unique experience of air travel.

### June Meeting

#### THE WILLS COLLECTION

Tom Lockley introduced us to the prolific aviation collection of the late Bob Wills (1948-2000) who collected everything related to aviation: books, periodicals, pamphlets, timetables, memorabilia, newspaper cuttings... the list is almost endless. In addition he was a 'spotter' and meticulous recorder of aircraft: his collection of records of civilian and RAAF records comprises over 40 packed lever arch files with

tens of thousands of catalogued photographs, and this represents only a tiny fraction of his enormous efforts. The collection is currently held at the Australian Aviation Museum, Bankstown. Access may be obtained by approval of the board of the museum.

Tom Lockley presented a brief outline of the collection, and outlined the changes that have occurred since Bob's untimely death. (He was killed in the crash of Cessna 201 VH-DNP near Moorabbin on 18 March 2000). For example, the work done in collecting newspaper clippings has largely been supplanted as a result of the development of the online Trove collection of the National Library of Australia. Yet there is so much unique material in his collection that needs to be made available and the Internet seems to be the best option. This of course is a major project, and Tom and some helpers are making a small start on this process. See [www.lockoweb.com](http://www.lockoweb.com).

Tom would be happy to have others join this project. Email [tomlockley@gmail.com](mailto:tomlockley@gmail.com). The website is in need of expert assistance and any help would be appreciated.

**GOODBYE TO 42 YEAR OLD AEROPELICAN AIRLINES (OT/PEL)** whose fleet & route will be rebranded Brindabella Airlines (FQ/BRN). Both airlines will merge with the combined head office in Canberra.

The airline will continue its association with Qantas Airways.(QF/QFA).

This is in the manner of a reverse-style merger. Both airlines have been under the same ownership for a while (not the IAP Group, which on-sold Aeropelican to a UK business, where (still) twice World Superbike Champion, James Toseland, was, at least, an investor.)

Brindabella Airlines is to base both its Jetstream model 4101 aircraft ( VH-TAH [41084] and VH-TAI [41082] ) at Sydney for 3 return flights daily on weekdays on the Orange and Moree routes.

Source: Travel Daily, 20130611.

#### FOR THE INTEREST OF MEMBERS ..... "SOME GOOD STUFF AT GOOD PRICES"

**John Baxter Publications Newsletters** (A proud Cattle Dog Publication!) is the source of **Aviation books and information** through its newsletters and website. John is a Melbourne based author, a long time member of 'Axis Eagles' (a Special Interest Group in Melbourne for modellers who share a common interest in modelling Axis aircraft of World War Two), and a member of 'Friends of the RAAF Museum',

providing reviews to their magazine. His background is aviation related, having spent 32 years as a civil Air Traffic Controller within Australia and he has had a long interest in history and aviation. Books ordered from the newsletter can be collected or posted. Payment details in the newsletter.

Contact through: email [jjbaxter@techinfo.com.au](mailto:jjbaxter@techinfo.com.au) or postal address: John Baxter, PO Box 1087, Fitzroy North, Victoria 3068.

## RESTORATION

Aviation history survives through the time and work of dedicated aviation buffs. The following demonstrates the initiatives, patience and unusual tactics involved:

### Nhill Avro Anson Restoration Procedures!

- *An axe*: rebuilding the original nose cone that was cut from the cabin with an axe! Many panels had to be replaced from other accumulated nose cones.
- *Panel beating* and curving the bracing ribs to the right diameter - so frustrating that the restorer decided to make his own machine to do the task, 'for the job must be done properly'.
- *Guesswork*: section of rear stabiliser that was missing had to be fabricated.
- *Church pew*: leading edge difficulty overcome by cutting thin strips of timber from an old church pew.
- *Laminating and gluing* the steam-bent timber to the required shape.
- *Scattered Engine parts* sent off for electroplating and cleaning; measured and assembled into what looks like a new engine.
- *Oxy Torch* - To separate some parts due the complexity of a radial engine.
- *Building new hoses* with new connections on the firewall and the nose cone. The firewall is a fragile disc behind the engine designed to stop the wing catching fire from the heat of the engine. One problem is caused by the British idea of making threads on connections different so that oil hoses and fuel lines cannot be interchanged. (A great comfort to the pilot!) After 60 years new hoses must be built and finding new connections is almost impossible.
- *The Next Step* - The firewall is ready for dozens of hoses to be attached!

### Link Trainer Restoration

Work is about to start on restoration of two Link Trainers. One is to be returned to 'as is' working condition with service maintenance and some 'spit and polish'. The other will need a full restoration to bring it back into service.

Link Trainers are the first Flight Simulators built especially for training pilots to fly by instruments, particularly at night. They were first built about 1936. It is hoped that this one will be fully restored.

**Future restoration** is challenging. It is important that the knowledge and ability of our experienced restorers is communicated to each generation of aviators and those who keep them airborne.

*Support for our Heritage workers and their historical projects is greatly appreciated and highly valued.*

*This information is from the free newsletter to anyone interested in the **Nhill Aviation Heritage Centre Inc** and any of its projects and encourages those who wish to support restoration to become a member of heritage groups.*

## CESSNA TURBO SKYLANE TAKES 1<sup>st</sup> FLIGHT



Cessna has flown the first production configured Turbo Skylane 182 JT-A. The aircraft has the distinction of being the first modern single-engine aircraft powered by a piston engine specifically designed to run on Jet-A fuel.

"The Turbo Skylane JT-A performed just as expected," said Cessna senior test pilot Dale Bleakney. "We flew for 2.3 hours, achieved a flight level of 8,000ft and attained a true air speed of 158kt."

**Cessna's Jeff Umscheid said the Turbo Skylane is the first aircraft powered by a diesel engine specifically designed for aviation.**

"Operators will find many surprising advantages with the JT-A and pilots will enjoy the lower workload. Add to this the benefit of being able to fuel it with a much cheaper, more available fuel anywhere in the world and it's not difficult to see why the JT-A is in such demand."

The Safran-made 227hp SMA engine in the Turbo Skylane JT-A uses 42 litres per hour of the typically lower-cost Jet-A fuel at the estimated maximum cruise speed of 156kt. Flight at the maximum cruise speed demonstrates greater fuel efficiency, and it is expected to burn approximately 30 per cent to 40 per cent less fuel than comparable avgas engines.

The Turbo Skylane JT-A has a seating capacity for four and an estimated range at max cruise speed of 1,025nm (1,893km).

Item by [australianaviation.com.au](http://australianaviation.com.au)

### In Touch

Roger Kennedy: Roger was discharged from RNS and is happy and well and will be convalescing at home. His phone for contact is 9982 9481. PC

### Calendar of Events

- 29/30 June 2013** - Open Cockpit Weekend, Queensland Air Museum, Caloundra Qld
- 6 July 2013** - Aviation Showcase - North American Aviation - Temora Aviation Museum, Temora NSW.
- 7 July 2013** - Fly in BBQ lunch & Flying Event, Wagga Wagga NSW
- 20 July 2013** - Aviation Showcase - Fighters - Temora Aviation Museum, Temora NSW.
- 3 August 2013** - RNAC 85<sup>th</sup> Anniversary Dinner Historic Celebration East Maitland NSW
- 3 August 2013** - Aviation Showcase - Temora Aviation Museum, Temora NSW.
- 11 August 2013** - HRFCA Meeting & BBQ - Cessnock NSW
- 17 August 2013** - Aviation Showcase - Fighters - Temora Aviation Museum, Temora NSW.
- 17 August 2013** - 70<sup>th</sup> anniversary Catalina Memorial Event Celebration, Bowen, Q'ld

### 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 George Palmer at [ahsa\\_qld@hotmail.com](mailto:ahsa_qld@hotmail.com).

*The next meeting will be 26 July 2013.*

**Melbourne** Meetings are held on the fourth Wednesday of the month at RAAF Association, 24 Camberwell Rd, Hawthorn East, in the auditorium. Parking is available under the building - enter from the lane at the south end. The meetings start at 7.30pm - ring the bell if the front door is shut. A number of members meet casually for dinner from 6.00pm at the Tower Hotel opposite the RAAFA. Visitors welcome - contact Antony Grage on 0418170395.

CELEBRATING AVIATORS – 16 July 1914



Maurice Guillaux and his plane, 1914, by Alfred Searcy  
 Copyright PXA 647 (Original held State Library of South Australia)

**1914: Frenchman Maurice Guillaux carried the first airmail from Melbourne to Sydney, then the longest airmail delivery in the world.**

When Captain Harry Butler returned from World War 1, he flew airmail from Adelaide to his hometown in South Australia and was quoted as saying 'The plane was great in War but it will be greater in Peace. This...is the beginning of a new era in mail and passenger transport'.

A regular airmail service between Sydney and Melbourne was not established until 1925.



1964 cover to Sydney for 50th anniversary of Guillaux flight – and recording the airline TAA



On 20 April 1914, Maurice Guillaux became the first man to 'loop the loop' in Australia at a demonstration attended by 60,000 people at Victoria Park Racecourse, Sydney.

The Bleriot XI, piloted by Guillaux, also carried the first commercial air cargo and the first 'airmail' between Melbourne and Sydney on 16 July 1914. Due to limited fuel capacity the flight was undertaken in stages with paddocks and racecourses identified as refuelling locations. In Wagga Wagga, Guillaux caused a sensation by landing at the wrong racecourse, touching down near the judge's box just as a race had ended.

Guillaux continued to give aerial demonstrations until the Bleriot was badly damaged at Ascot Racecourse (near Mascot in Sydney) on 3 August 1914. He spent six weeks in hospital as a result.



40th Anniversary 1957

Before celebrating Guillaux's flights during the centenary in 2014 it is interesting to study the records for history and knowledge:

'After the First World War began in September 1914, Guillaux returned to France. He died while testing an aircraft for the French Airforce in 1917.' Phm website.

Google records a newspaper report:



Centenaries are an opportunity to ensure that the accuracy and full facts are recorded. Maurice Guillaux's story provides time for interesting research before next year.

### IN NAIL-BITING FLIGHT, HOLDER OF ELECTRIC BIKE SPEED RECORD SETS ELECTRIC PLANE SPEED RECORD

**Test pilot** and speed freak Chip Yates, already a record-holder for the world's fastest electric motorcycle, broke another record last week in his all-electric airplane. In only its second flight, his Flight of the Century Long-EZ took to the skies over Inyokern Airport in California and reached a top speed of 325 kph.

The 16-minute flight was not without drama after the aircraft lost power and forced a dead-stick landing. Yates earned his pilot's licence in two months, and had logged just 58 hours of flight time before this trip - a dead-stick landing, flying without power, is a heady test for an inexperienced aviator.

The Long-EZ is a modified version of a plane designed by aviation god, Burt Rutan, with a front canard design that makes it highly aerodynamically efficient.



Fastest Electric Airplane: Flight of the Century

Flight of the Century's goal is to prove battery-powered aircraft can be practical and safe, so many more tests are likely to come. Yates' eventual goal is to fly across the Atlantic Ocean, emulating Charles Lindbergh's historic flight.

Video Ref: <http://www.popsi.com.au/technology/aviations>

### PHYSICS STUDENTS SAY A GLIDING BATMAN WOULD DIE UPON LANDING

A2.9 Trajectory of a falling Batman, December 9, 2011

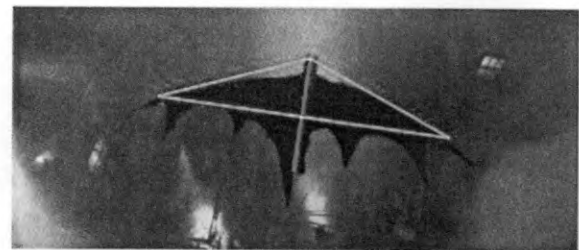


Fig. 3: A frame from *Batman Begins* [1] showing the area of Batman's cape during flight. The area of the cape is approximated using a triangle of height half that of Batman. Given that the height of Batman is  $6'2'' = 1.88 \text{ m}$  [5], the height of the triangle is then  $0.94 \text{ m}$ , and by comparing the lengths of the lines the base is  $4.69 \text{ m}$ . The area of the triangle is then  $2.20 \text{ m}^2$ .

IMAGE BY UNIVERSITY OF LEICESTER

The feasibility of Christopher Nolan's *Batman* franchise has already taken some light hits but a study from physics students at the University of Leicester is trying to put another nail in the caped crusader's coffin, saying Bruce Wayne would hit the ground fatally if he were to glide the way he does in *Batman Begins*.

Overall, depending on your standards, Batman seems to do pretty well in a reality check. The "memory cloth" cape that becomes rigid as a current passes through it was deemed a possible means of flight. But it's not the flying that gets you; it's the landing. The students mathematically calculated what his impact would look like, and it's not pretty. Roughly, it would be about the same as getting hit by a car going 80 kph.

Some possible solutions offered by the students include taking a parachute along, which, they also note, probably isn't true to Batman's aesthetic sensibilities. The other option is to try a wingsuit, similar to record-breaker Gary Connery. Either way, according to the study, he'd better shape up, or *The Dark Knight Rises* could end up being a much shorter movie than has been speculated.

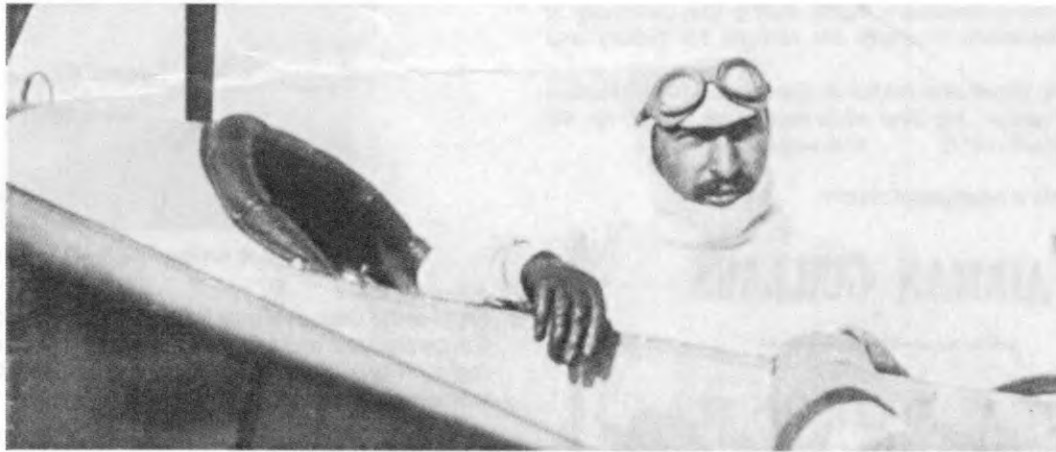
Colin Lecher- *Popular Science*

**Thanks** to John Scott, Peter Coates, Tom Lockley and Ian Debenham who contributed to this newsletter.

Contributions to the newsletter should be sent to the Editor Email: [judyrainsford@hotmail.com](mailto:judyrainsford@hotmail.com)

*in A H S A (NSW)*

CELEBRATING AVIATORS – 16 July 1914



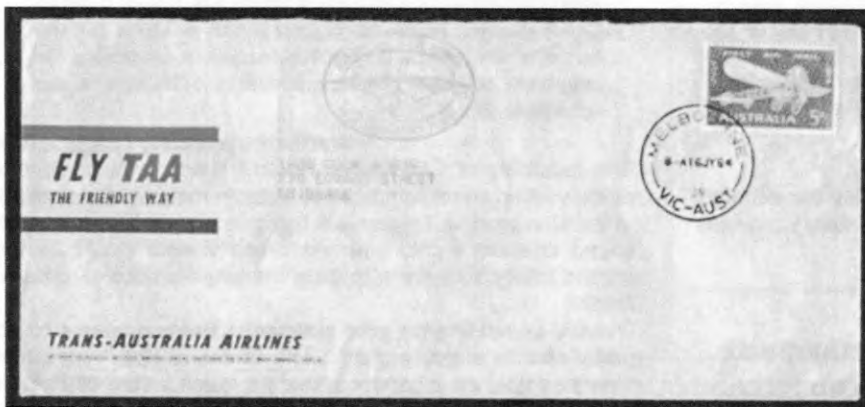
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*in A H S A (NSW)*

## LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

### Rose Bay Diary – Part 2.

On June 7, 1917, *The Rose Bay Patriotic Association*, together with the local branch of *The Win-the-War League*, held a meeting in the Rose Bay Hall at which 196 framed certificates of honour were presented to family representatives of volunteers, many of whom, by then, were fighting in the front line of the Great War. Already some of these servicemen had been named on the lists of those killed or wounded. "Bloody April", 1917, when the British lost 245 aircraft with 211 aircrew killed and 108 taken prisoner, during the offensive at Arras, was a further example of the accelerating intensity of the war. If Lawrence Hargrave had been alive in 1917, there is no doubt that he would have been shocked and depressed by the increasing part aviation was playing in the death and destruction of the conflict. Alberto Santos-Dumont, who had used Hargrave's inventions to achieve the first aeroplane flight in Europe in 1906, became so depressed by aviation's role in the carnage of war that he took his own life on July 23, 1932. However, by 1917, the image of the airman was being promoted as that of an airborne knight, using his machine gun as a lance to joust with his noble opponent in the sky. The general public enthusiastically embraced the Air Aces, on both sides, as the romantic heroes of the time. This phenomenon probably helped preserve the continuity of the connection between Rose Bay and its Hargrave heritage. In January, 1917, *The Model Aero Club* was formed at Rose Bay by five young men. By the end of the year there were over forty members. The Secretary of the club, Mr. R. A. Quin, gave his address as, "Mervyn", Wilberforce Avenue. Weekly lectures were given by prominent aviators and mechanics on all subjects relating to aviation. Competitions and exhibitions of flying models were held at Rose Bay on Saturdays and public holidays. It was into this air minded community, in 1917, that Barrister-at-Law, Charles Breckenridge, moved his wife and two young daughters, taking up residence at No 14 Rawson Road, Rose Bay.

The breathtaking view from the upper balcony would have been a major factor influencing the Breckenridge family's choice of their new home. Enhancing their view was a magnificent three masted sailing ship, the *HMAS Tingira*, moored on a swinging anchor in the middle of the bay. The *Tingira* was used by the Royal Australian Navy as a training ship. The naval presence at Rose Bay was also established on land where the eastern half of Lyne Park was used as a recreational oval by the Navy. The year 1917 could also lay claim to the birth of Australian Naval Aviation. The public was already aware of Naval Aviation through the exploits of the high scoring Australian Air Aces, Robert Little and Stan Dallas, who were members of the Royal Naval Air Service. Then a threat appeared in the Indian Ocean in the form of the German raider *SMS Wolf*. The *Wolf* made good use of the Friedrichshafen FF33e float plane which it carried on deck for maritime reconnaissance. The light cruiser, *HMAS Brisbane*, was ordered to hunt for the *Wolf*. To put *HMAS Brisbane* on an equal footing with the *Wolf*, a Sopwith Pup float plane was embarked. Thus *HMAS Brisbane* became the first Australian warship to carry an aircraft, and use it operationally, during her unsuccessful search for the *Wolf* through April, May and June 1917.

The Federal Steam Navigation Company vessel, *T.S.S. Cumberland*, could have been seen from the Breckenridge balcony as she steamed past Rose Bay and out through the Sydney Heads on July 5, 1917. The *Cumberland* was carrying a much needed cargo of frozen meat, wool, copper, lead and zinc ingots for Mother England. As Alex McGibbon, the *Cumberland*'s captain, was at breakfast on the following day his ship struck a mine laid off Gabo Island by the *Wolf* three days earlier. McGibbon's actions saved his crew but the *Cumberland*, and its cargo, was lost. The Australian naval headquarters placed an immediate ban on any reporting of the incident, which had the effect of increasing public concern as the true facts about the disaster emerged. The citizens of Rose Bay felt that the war in Europe had come uncomfortably close to their shores. There was a prophetic tale told by Mattheus Stein, the pilot of the *Wolf*'s float plane, *Wolfchen*, when he spoke to the German Club during a visit to Sydney in 1927. He claimed that at the time of *Wolf*'s presence off the NSW coast he had carried out a reconnaissance flight over Sydney Harbour to assess the number of warships stationed there. Stein's

claims have been proved to be a fabrication. Nevertheless in July, 1917, the residents of Rose Bay were among others in the eastern suburbs to express security concerns to their federal representative, William Kelly, the Member for Wentworth. (In 1909, William Kelly had supported George Augustine Taylor and *The Aerial League of Australia*). In the House Of Representatives on August 16, 1917, Kelly asked a question of the Minister for the Navy, Joseph Cook: "Whether he had realised the enormous importance to Australia of aerial reconnaissance over the seas, and whether he had taken any steps to attach officers to the Royal Naval Flying Corps for the purpose of giving them opportunities to acquire knowledge which should prove of immense value to Australia?" In his reply Joseph Cook announced the inauguration of an Australian Naval Air Service for reconnaissance work within the Commonwealth, and that a sum of £5000 would shortly be placed on the estimates.

Maurice Guillaux had first flown Lebbeus Hordern's Maurice Farman Hydro-Aeroplane on Friday May 8, 1914, at Double Bay from the northern end of Bay Street. A shed had been erected on the foreshore as a temporary hangar. A gathering of between 200 and 300 spectators was at Double Bay to witness the flight of the Maurice Farman, which was Australia's first seaplane. The centenary of this event occurs next year. The return of a seaplane over Sydney Harbour had to wait until after the end of the Great War. During March, 1920, an Avro 504K float plane, owned by *The Australian Aircraft and Engineering Co. Ltd.*, tracked back and forth over Rose Bay from its base at Mascot to Manly Cove, where it gave demonstration and joy flights in aid of the Manly District Hospital. More significantly, on February 27, in *The Sydney Morning Herald*, Lebbeus Hordern and Harold Macfie announced that *The Aerial Company Ltd.* had purchased a large Felixstowe F3 flying boat and a Short Shrimp float plane. In addition, the company had acquired two Curtiss (MF) Seagull flying boats.

Part of the business plan of *The Aerial Company Ltd.*, for its new seaplanes, was the operation of international, over water, air routes connecting Sydney with New Zealand, New Guinea, and eventually Singapore. Lebbeus Hordern selected his old Double Bay site for the company's Sydney Water Airport. In anticipation of the arrival of its fleet of seaplanes towards the end of 1920, *The Aerial Company* erected a new hangar at the Double Bay site to accommodate the two Seagulls and the Short Shrimp. Another hangar was erected at Botany Bay for the Felixstowe F3. The large, Short Brothers built, Felixstowe F3 arrived in Sydney on August 23, 1920. It was the manifestation of Lebbeus Hordern's vision of a Sydney based, international flying boat service, but it was never to take to the air. There were other companies in formation with plans to get into the air service business. Four days before the arrival of the Felixstowe F3, an order was placed for two Avro 504k land planes with *The Australian Aircraft and Engineering Co. Ltd.* by an obscure outback company going by the name of *The Western Queensland Auto Aero Service Ltd.* No one could have predicted that it would be that unlikely enterprise, later registered as *Queensland and Northern Territory Aerial Services Ltd.*, which would play a major role in turning into reality Lebbeus Hordern's frustrated dream of using Short Brothers built flying boats to fly from Sydney to international destinations.

After a promising start Lebbeus Hordern's ambitious plans had foundered. Ownership of the two Curtiss Seagulls was transferred to Horrie Miller, and the Double Bay base was to be closed leaving Botany Bay as the sole operating base. The last flight from Double Bay was on December 21, 1922, when Andrew Lang took off in the Short Shrimp with his mechanic Alex Hill on board bound for Botany Bay. As the Short Shrimp laboured to climb, turning around Point Piper to head out and over Rose Bay to the south, something went terribly wrong. The Shrimp plunged into the water and overturned. Lang and Hill managed to extricate themselves, but the Shrimp sank. The first significant arrival of a seaplane in Rose Bay was an RAAF Fairey IIID with W/C Stanley Goble and F/Lt Ivor McIntyre on board. The arrival was on April 6, 1924, after the first day of their round - Australia flight. *The Sydney Morning Herald's* report of the arrival commented on the object of the flight being to open up seaplane routes and landing places. The report went on to acknowledge the previous achievement of *The Aerial Company* during its Curtiss Seagull assisted survey of the Australian coast from Tasmania to New Guinea. It further stated that all the information and valuable photographs had been presented to the Defence Department by Mr Lebbeus Hordern. Thus the baton was passed from Double Bay to Rose Bay, and the Breckenridge daughters were on hand to witness this historic event.. **John Scott**



# AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 739 224

PO BOX K346 HAYMARKET NSW 1238

## *Southern Skies*

THE NEWSLETTER OF AHSA (NSW) Inc

*August 2013 ~ No 475*

### *August Meeting*

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The venue is the Amenities Room, at the southern end of the Administration building. Entry is via Macarthur Street and car parking is immediately in front of the meeting room. Visitors are most welcome and supper will be available after the meeting.

### *Committee Meeting*

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

**Our guest speaker** at the August meeting will be Bob Stevens who will talk to us about:-

### **VICKERS ARMSTRONG LTD : THE WELLINGTON BOMBER AND BARNES WALLIS.**

**Bob Stevens is a Chartered Engineer and a Fellow of the Royal Aeronautical Society.** He served an apprenticeship with Vickers Armstrong Ltd, Weybridge, England in the WW2 years and beyond until 1950. The apprenticeship involved three months factory work in each manufacturing area from the machine shop to the final assembly line. One day each week and three evenings were spent at College. After three years in the factory Bob transferred to the design office working on such aircraft as the Windsor, Viking and Viscount.

Bob's presentation covers his time at Vickers Armstrong Ltd from 1939 to 1950, with an emphasis on the design and construction of the Wellington Bomber. The Wellington's origin commenced with the Air Ministry Specification B.9/32, issued in October 1932. Barnes Wallis continued his concept of geodetic construction, demonstrated in the Wellesley Bomber, into a successful tender resulting in a contract, in September 1933, to build a prototype. From this came the Vickers prototype K4049, which made its maiden flight on June 15, 1936, from Brooklands. The first production Wellington Bomber flight followed on December 23, 1937. Service requirements demanded enclosed power operated gun turrets in the nose, tail and mid upper positions. A bomb bay installation capable of carrying a 4,500 lb. bomb load was required – not much compared with the Halifax and Lancaster. However, the Wellingtons did the job before the four engine bombers entered service in 1942. The last Wellington built was in October 1945, with a final production tally of 11,460 aircraft. This was the largest number of British bombers ever built.

Our August meeting presents a rare opportunity to hear a speaker with first-hand experience of aircraft production in England during the dramatic wartime years from 1939 to 1945. Please join us for Bob Steven's talk about the Vickers Wellington Bomber, which, because of its combination of bomb load and range, was described at the time it entered RAF service as: "one of the most astounding aeroplanes ever developed."

### *July Meeting*

**The point of Ron Cook's talk to us at the July meeting was that we are still living within its first century as far as commercial air travel by aeroplane is concerned.**

While Wilbur Wright carried the first aeroplane passenger on May 30, 1908, it wasn't until New Year's Day, 1914, that the St Petersburg – Tampa Airboat Line in Florida, began the world's first scheduled passenger air service. Taking himself as an example, Ron pointed out that his father had lived through more than the first half of commercial aviation's first century and that he himself has lived through more than the second half. He ventured that his ASHA audience could claim a similar unique ownership of aviation. The history is so fresh that our individual degrees of separation from the pioneers and places of aviation are far less than the maximum of six postulated by Fridges Karinthy.

Ron feels that we all can claim some ownership of commercial aviation because the enterprise would not exist without passengers, together with the entrepreneurs, aircraft industry, airline management, aircrew, ground crew, caterers and travel agents etc. He reminded us that July was the month, in 1940, when The Battle of Britain commenced. An example of one degree of separation is that he, as a young school boy, sat in the same seat at Cooma Primary School as an earlier student, his hero Pat Hughes, who was one of the ten leading aces of the battle. A further Cooma connection was Australia's first major airline disaster, the loss of The Southern Cloud, and the subsequent erection of The Aviation Pioneers' Memorial at Ron's home town. Ron's father was also the legal representative for the family of Sydney de Kantzow, of Cathay Pacific fame, at a Coroner's inquest held in Cooma. Sydney de Kantzow died as a result of a car accident near Cooma in 1957. Ron now lives adjacent to Anderson Park in North Sydney, where Smithy and P. G. Taylor took off in the Lockheed Altair on July 17, 1934. And so the degrees of separation from our aviation history, for all of us, are still relatively uncomplicated by the distance of time.

### **HELP WANTED**

Well-known aviation writer and historian, Ben Dannecker, is seeking assistance in his research for an article on the Royal Netherlands Navy P2V-7B Neptune Squadron #321, which operated at Biak in 1961-62 during the Konfrontasi era just before the Dutch pulled out completely. Apparently these aircraft often confronted Indonesian AF C-130 Hercules.

He is seeking scans of these unique Dutch cannon-nosed Neptune P2V-7B aircraft in a (printable) high resolution (over 100 Kb) format, or information from any reader who can direct him to a source for such images.

Ben can be contacted by email at [bindi@shoal.net.au](mailto:bindi@shoal.net.au)

## ROGER KENNEDY'S RANDOM REGISTRATIONS

*Over the years Roger has recorded the registrations of all the aircraft he has flown in.*

New Zealand would agree with Shakespeare that brevity is the soul of wit because they require a minimum of registration markings on their domestic aircraft. For example I have flown in **MCT**, (Turbo Porter), **QR**, (Bell 206), and **VC**, (Bell 206).

Of course the political situation also affects registrations. We have lost **DM**, (East Germany), **VP-Y**, (Rhodesia), **VR-H**, (Hong Kong), and **CCCP**, (USSR). However, the dissolution of the USSR has resulted in fifteen new nationality marks. Back in the days of the USSR, Aeroflot gave me my longest registration, **CCCP-45063**, (Tu-124). Oddly Russia now uses **RA** although **R** does not appear in the Cyrillic alphabet. The Cyrillic alphabet uses **P** instead of **R**.

Some airlines can be a bit sensitive. Aer Lingus had a Shorts 330, **EI-BEG**. Management did not like the mendicant suggestion and the registration was changed to **EI-BEH**. BOAC took a highly moral stand by avoiding the **VD** connotation of **G-AOVD** in its Britannia 300 fleet, and **G-ARVD** in its VC-10 fleet.

China and Taiwan both use **B** followed by a number. At one stage both had **B** and four numbers. Things are more civilised now. The People's Republic of China uses **B** plus four numbers, e.g. **B2801**, (B757), while Taiwan uses **B** plus five numbers, e.g. **B16403**, (Eva Air 747).

BANKSTOWN REGIONAL OPERATIONS  
"IMPOSSIBLE" – RAAA

A rare sight - a QantasLink Dash 8 at Bankstown after diverting from Sydney after curfew in January. (Lee Gatland)

The Regional Aviation Association of Australia (RAAA) has rejected new calls for regional airline operations to be moved from Sydney Airport to Bankstown, labelling Bankstown Airport, in Sydney's southwest, as "commercially and operationally impossible".

Moving regional airline flights from Bankstown is often suggested as a way of relieving some of the capacity constraints at Sydney Airport, but regional access to Australia's busiest airport is currently guaranteed via government legislation.

"Regional aviation is a vital part of the national aviation infrastructure and regional passengers have every right to access Sydney Airport and to benefit from the same connectivity enjoyed by domestic and international passengers. The RAAA will be making this point regularly in the lead up to the next federal election," RAAA chief executive Paul Tyrrell said.

Tyrrell noted that not only does Bankstown lack connectivity to domestic and international flights for regional passengers, but its runways are too short for regional airliners such as the Saab 340 and Metro series to takeoff at maximum weights, even on a cold day, thus limiting aircraft range and/or revenue payloads.

Earlier this week the federal government announced it was extending protected access for regional airlines to Sydney Airport through to 2016.

"Sydney Airport is approaching capacity and regional airlines face real pressures to maintain their access in that environment," Infrastructure and Transport Minister Anthony Albanese said in a June 24 joint statement with Assistant Treasurer David Bradbury.

"Extending current arrangements until 2016 ensures commercial pressures do not push regional airlines out, in favour of larger commercial interstate and international airlines."

Part of that extension has seen the Assistant Treasurer amend the rules governing regional airline access to Sydney Airport to limit price increases to regional airlines to be no greater than CPI.

Item by [australianaviation.com.au](http://australianaviation.com.au) June 28 2013 per PC

Will Bankstown join Hoxton Park as part of the history of NSW aviation?

Where are all the (costly) plans circulated when Bankstown was sold? Ed

**This produced some interesting 'lateral thinking' comments:**

*'Perhaps build a new hub airport at Port Headland. Instead of over flying Port Headland and spending 4 hours flying across Australia to Sydney and then spending 2 hours on a regional flight to get to where you want go, how about clearing customs at Port Headland and then a short 2 hour flight to your destination? It could also serve as a useful International hub into Indonesia.'* It could also serve as a useful International hub into Indonesia.'

<http://australianaviation.com.au/2013/06/bankstown-regional-operations-impossible-raaa/>

An interesting solution for discussion. Why do all international flights have to operate from the immediate environment of Australia's biggest cities? Maintenance was successfully moved to Avalon!

also:

*'In my opinion Bankstown is most unsuitable for serious development; it is too hemmed in by the developing population.*

*On the other hand Richmond has an open area to the south and to the north on which a full length runway could be built if the Richmond to Windsor Road was put in a cutting/tunnel. New terminal facilities could be established where the Hawkesbury Showground is now established.*

*The existing road and rail system could provide adequate local service, if duplicated, but the key to the project would be the building of a bullet-train link between the terminal at Richmond and the terminal at Mascot; the transit would take approximately 15 mins. If the trains were only say two carriages long they could accelerate rapidly to full speed and, as soon as the platform was cleared, be replaced by another such that a vehicle would be available every minute – or better.*

*Line construction need not be a nightmare if it was run overhead on concrete columns as has been done with the MRT in Singapore, for instance.*

*I agree with the basic comment made by the previous writer that we should stop wavering about and get on with building for the future.*

Maurice Dee says: [July 2, 2013](#)

## AIRSERVICES ISSUES TENDER FOR FUTURE ATM SYSTEM



The new joint civil/defence ATM system promises to delivery efficiency improvements. (Rob Finlayson)

Airservices and the Department of Defence have released a Request For Tender (RFT) for Australia's future air traffic management (ATM) platform.

When implemented, the new system will provide a generational improvement to the way air traffic is managed by aligning civil and defence ATM requirements under a single unified national solution.

The tender comes as both organisations' ATM systems reach the end their end of life.

Airservices CEO, Margaret Staib and Chief of Air Force, Air Marshal Geoff Brown, have said consistently both organisations were committed to the successful harmonisation of civil and military air traffic management, which will bring a wide range of benefits, including greater operational efficiencies, seamless systems compatibility, and better investment in personnel and infrastructure.

"This future ATM system will ensure that Australian aviation remains at the forefront of technologically advanced air traffic management and safety," Staib said.

"It will reduce overlaps, increase cooperation, improve communication, and deliver better training and expertise across the workforce," said Air Marshal Brown.

The streamlining of equipment and processes will bring with it shared expertise and facilities, creating economies of scale whilst delivering greater flexibility meeting the needs of airspace users."

A national harmonised ATM platform will remove the inherent limitations from separately managed volumes of airspace and the constraints of operating different systems," Staib explained.

"Through more flexible use of airspace, it will enable better management and prioritisation of an increasingly complex traffic mix. In an environment of projected growth, it will also allow us to connect the Australian aviation industry to deliver world-best industry performance."

Airservices will lead the project, including procurement of the future system for both Airservices and the Department of Defence.

The RFT opened on June 28 and closes on October 30. It follows an industry RFT in April 2010 and industry briefings in December 2011 and December 2012.

<http://australianaviation.com.au/2013/06/airservices-issues-tender-for-future-atm-system/>

[australianaviation.com.au](http://australianaviation.com.au) June 28 2013

### Calendar of Events

#### August 2013

31 Gathering of Eagles Australia Fly-in. Watts Bridge Qld

31 Tumut Valley Fly-in. Tumut NSW

#### September 2013

07 Wings over Warwick. Warwick Qld

07 MacIntyre Aero Club Fly-in. Goondiwindi Qld

07 Aircraft Showcase - Frontline Fighters - Temora Aviation Museum. Temora NSW

12-15 Ausfly Narromine Air Show 2013. Narromine NSW

14-15 Wings and Wheels Fly-in. Maryborough VIC

21 Aviation Showcase - WWII Pacific Theatre - Temora Aviation Museum. Temora NSW

28-29 SABC Serpentine Annual Fly-in. Serpentine WA

#### October 2013

05 Aviation Showcase - Fighters - Temora Aviation Museum, Temora NSW

#### November 2013

02 Warbirds Downunder Air Show 2013. Temora NSW

03 NSW Sport Aircraft Club Open Day. Wedderburn NSW

09 Rathmines Catalina Festival, Lake Macquarie. Rathmines NSW

### 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 George Palmer at [ahsa\\_qld@hotmail.com](mailto:ahsa_qld@hotmail.com).

*The next meeting will be 30 August 2013.*

**Melbourne** Meetings are held on the fourth Wednesday of the month at RAAF Association, 24 Camberwell Rd, Hawthorn East, in the auditorium. Parking is available under the building □ enter from the lane at the south end. The meetings start at 7.30pm - ring the bell if the front door is shut.

A number of members meet casually for dinner from 6.00pm at the Tower Hotel opposite the RAAFA. Visitors welcome □ contact Antony Grage on 0418170395.

**Thanks** to John Scott, Peter Coates, Tom Lockley and Warwick Bigsworth who contributed to this newsletter.

Contributions to the newsletter should be sent to the Editor  
Email: [judyraainsford@hotmail.com](mailto:judyraainsford@hotmail.com)

*in AHSA (NSW)*

**AVIATION HISTORICAL SOCIETY OF AUSTRALIA  
(NSW) Inc  
AIR MAIL CENTENARY GROUP**

**NEXT YEAR, 2014**, as you are no doubt aware, marks 100 years since Maurice Guillaux' air mail flight from Melbourne to Sydney – first air mail, first air freight, longest such delivery in the world at that time (16-18 July 1914).

## Bleriot XI monoplane, 1914, 1914



### Object statement Phm

Aircraft, full size, Bleriot XI monoplane, wood / canvas / metal, designed by Louis Bleriot, made by Bleriot Aeronautique, Levallois, Paris, France, 1914, flown by Maurice Guillaux with first Australian airmail from Melbourne to Sydney in 1914

### Statement of significance

The Bleriot XI monoplane is one of the earliest civil aircraft to have been flown in Australia. Piloted by stunt pilot Maurice Guillaux in 1914, it pioneered commercial aviation in Australia by carrying the first airmail from Melbourne to Sydney.

On 20 April 1914, Maurice Guillaux became the first man to 'loop the loop' in Australia at a demonstration attended by 60,000 people at Victoria Park Racecourse, Sydney.

- This Bleriot XI, piloted by Guillaux, carried the first commercial air cargo and the first 'aerial mail' between Melbourne and Sydney on 16 July 1914. Due to limited fuel capacity the flight was undertaken in 7 stages with paddocks and racecourses identified as refuelling locations. Guillaux left the Melbourne Agricultural Showground at Flemington landing at Seymour, Wangaratta, Albury Racecourse, Wagga Wagga, Harden, Goulburn, Liverpool, Moore Park, Sydney - see Google & Phm web. In Wagga Wagga, Guillaux caused a sensation by landing at the wrong racecourse, touching down near the judge's box just as a race had ended.

- Guillaux continued to give aerial demonstrations until the Bleriot was badly damaged at Ascot Racecourse (near Mascot in Sydney) on 3 August 1914. He spent six weeks in hospital as a result.

Read more:  
<http://www.powerhousemuseum.com/collection/database/?irn=288461#ixzz2Wvdac7GL>

Phm  
Under Creative Commons License: Attribution Non-Commercial

**NB** The newspaper report that Maurice Guillaux was shot as a German spy is not correct. 'After the First World War began in September 1914, Guillaux returned to France. He died while testing an aircraft for the French Airforce in 1917.'

Members of AHSA (NSW) Inc have been having informal discussions to conduct an appropriate commemoration in July 2014 on behalf of AHSA Inc.

*The aim is to advance public education and the heightening of Australians' interest in their Aviation Heritages.*

At the moment the project is at an early stage and AHSA members are encouraged to submit and discuss any thoughts they might contribute to the organisation and commemoration re-enactment.

Tom Lockley is undertaking the co-ordination of the early stages of the project because he has contacts within the Powerhouse Museum, the French Consulate, and of course AHSA.

Already support has been obtained from:

- The Powerhouse Museum in Sydney where **Guillaux' Bleriot XI is on display** (not financial).
- Enthusiastic promises of all kinds of support from **M. Berti, Consul General of France** in Sydney.
- AHSA members involved with **light aircraft** have enthusiastically proposed a re-enactment, using modern aircraft with similar power to that of the Bleriot, carrying up to about 100kg of mail and goods.
- Stamps: Australia Post** has confirmed that they will issue a local and an overseas postage stamp to commemorate Guillaux, proposed launch date July 1. They were very interested to hear of our activities.
- Re-enactment:** Judy Rainsford has suggested a flight re-enactment. If sports-type aircraft participate, two categories may be necessary. Other aviation pilot groups will be approached for their participation when more details are formulated. Some AHSA pilot members may wish to participate, either flying Sydney - Melbourne or a particular leg flown by Guillaux for refuelling. Co-ordination with Aviation Departments will facilitate these plans and arrangements. Air safety is paramount. Local **Aero Clubs** will be contacted to assist aircraft landing enroute and participate in the commemoration flights.
- Local Councils** may wish to be involved in this local history.
- We can raise funds from **sponsorship** and such things as **commemorative envelopes** with specially stamped air mail is being investigated by Judy Rainsford of AHSA (NSW) Inc.

We think that AHSA (NSW) Inc should be the controller of the project, as the main emphasis and workload for the commemoration will be at the end of the journey.

**Close liaison** with other AHSA branches will ensure that other states and territories have access to information and particularly the availability of commemorative envelopes and media coverage.

**A website has been started:**

[www.australiasfirstemail.com](http://www.australiasfirstemail.com)

**Contact:** [guillauxcentenary@gmail.com](mailto:guillauxcentenary@gmail.com)

## LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

### Rose Bay Diary – Part 3.

It was an impressive sight from the balcony of 14 Rawson Road, Rose Bay, as the light cruiser *U.S.S. Milwaukee* steamed into Sydney Harbour on Wednesday afternoon, August 22, 1923. Her arrival had been timed with precision to enable the commander of the *Milwaukee*, Captain William C. Assersen, to attend the opening of the 2nd Pan-Pacific Science Congress. Captain Assersen was scheduled to present a paper at the conference describing the use of state-of-the-art, sonic depth-finding equipment installed on his ship. The *Milwaukee* was on her shakedown cruise from Seattle where she had been commissioned just two months earlier. Another modern innovation, when she left Seattle, were the two Vought VE-7H float planes she carried on board, each stored on a separate catapult located aft of the funnels. Unfortunately, on the way to Sydney, one of the float planes was lost during a flight when the *Milwaukee* was visiting Pago Pago. The remaining VE-7H, (A6437), became the first military aircraft, in service with a foreign country, to visit Australia. (The Friedrichshafen FF33e float plane, *Wolfchen*, carried onboard the German raider *SMS Wolf*, would have been in Australian territorial waters during 1917, but not flown over the mainland).

When America declared war on Germany on April 6, 1917, the United States Navy possessed only one Naval Air Station, with twenty two training seaplanes, but none fit for war service. When the Armistice was signed there were twenty eight Naval Air Stations overseas, thirteen in the United States, and two in Canada. The naval aviation personnel at the end of the war numbered 42,000 – more than two thirds of the entire naval personnel prior to April, 1917. By the time of the *Milwaukee's* visit to Sydney, the U. S. Naval Air Service had been reduced by budget cuts and treaty obligations, but it had survived the pressures to create an air force, independent of navy and army, that had caused the demise of the Royal Naval Air Service and Joseph Cook's embryonic Australian Naval Air Service. In the U.K. and Australia these pressures led to the formation of the Royal Air Force on April 1, 1918, and subsequently the Royal Australian Air Force on March 31, 1921.

The Royal Australian Navy's representative on a temporary Air Board, set up after the war to examine the feasibility of an independent Australian Air Force, was an Australian Air Ace who had served with distinction during the war in the Royal Naval Air Service. His name was Stanley Goble, O.B.E., D.S.O., D.S.C., and he subsequently joined the new RAAF in an uneasy leadership role with Richard Williams, who had been the Australian Army's representative on the temporary Air Board. With Williams in England on a study course, from December, 1922, to February, 1925, Stanley Goble, as acting Chief of Air Staff, started to move the RAAF towards closer co-operation with the Royal Australian Navy.

No doubt Goble had looked with envy at the new U.S. Naval Air Service as represented by the *U.S.S. Milwaukee*. At about the time of the *Milwaukee's* visit, he started planning a seaplane flight from Point Cook to the RAN's base in Sydney, with a view to locating suitable bases for seaplanes to enable operations with the navy. On November 15, 1923, Goble himself was the navigator of a Fairey IIID float plane which landed on the eastern side of Garden Island at 3 pm, after leaving Point Cook early that morning. Flying Officer Ivor McIntyre, ex Royal Naval Air Service, was the pilot, with Aircraftsman Gottschalk making up a crew of three. Following his successful flight to Sydney and return via the Royal Australian Naval College, then at Jervis Bay, Goble developed a plan for a seaplane base at Rushcutters Bay. He had earlier supported the Air Council's approval of Lawrence Wackett's plan to establish a RAAF Experimental Station at Randwick which commenced work, in early 1924, on the design and construction of a small flying boat.

The sesquicentenary of the birth of Captain Matthew Flinders RN, who made the first circumnavigation of Australia, was due to fall on March 16, 1924. Maybe that date motivated Stanley Goble to conceive a breathtaking project – the first aerial circumnavigation of Australia, with the objective of determining the feasibility of operating seaplanes at remote locations. The need for extra fuel would reduce the crew to two; Ivor McIntyre as pilot, and Stanley Goble in Flinders' role as

navigator. The first aerial circumnavigation of Australia required extensive preparation. There were 37 locations around the coast to position fuel supplies. Spare engines and parts were dispatched to Thursday Island and Darwin. Supporting airmen were located at Thursday Island, Broome and Perth. After a day's delay due to bad weather, Goble and McIntyre took off from Point Cook in Fairey IIID, (A10-3), at 6 am on Sunday April 6. Their first planned overnight stop was Rose Bay where they arrived at 4 pm. On the way they experienced atrocious weather, and made a couple of landings, one at Corner Inlet, the other at Eden. Poor visibility forced them down occasionally to just one hundred feet above the sea, well below the level of coastal cliffs and headlands obscured by rain on their port side. To complicate matters, their compass exploded, showering McIntyre with glass and alcohol. The compass was taken to Lawrence Wackett's RAAF Experimental Station at Randwick for repairs. Unfortunately it burst again only 10 minutes after take off the following day. It must have been a great relief for the intrepid aviators to reach Rose Bay safely and to then receive the awaiting hospitality of HMAS Tingira. Rose Bay had been chosen for their arrival because of arrangements in place for the April 9 arrival of the Royal Navy's British Service Squadron, consisting of *HMS Hood*, *HMS Repulse*, and four light cruisers, which were on a circumnavigation of the world, and were to be accommodated around Garden Island and Farm Cove. In contrast with the *Milwaukee*, none of the half dozen warships of the British Service Squadron carried an aircraft.

Photographs of the Fairey IIID, pulled up on the beach at Rose Bay, show a group of sailors acting as guards, intermingled with curious onlookers including children. This was the start of a phenomenon at Rose Bay, later complained about by Harold Thorby, Minister for Civil Aviation, when Qantas flying boats commenced operation. He wrote to Hudson Fysh that: "Much inconvenience is caused by the presence of numerous children on scooters and bicycles, by nurse girls with perambulators, and by idle onlookers". Vida Tait, together with her nieces Vida and Marie, could have been classified as idle onlookers, back in April 1924, when they strolled down to join the crowd gathered around the newly arrived Fairey IIID. Vida Tait was unmarried, and had moved in to live with her sister's family at 14 Rawson Road. At the time of the excitement of the arrival of the giant Fairey seaplane, Vida Breckenridge was a month short of her fourteenth birthday, and her sister Marie had just turned nine. There is evidence that Vida Tait and Stanley Goble met during the stopover at Rose Bay. After the departure of the Fairey IIID, Vida wrote a letter to Stanley Goble, which appears to have contained some snapshots of the seaplane and its crew. On Commonwealth of Australia, Air Board letterhead, dated January 14, 1925, Stanley Goble replied to the letter: "Dear Miss Tait, I am sorry for the delay in replying to your letter. I have been away & only just received it. Herewith a rough snap taken at Elcho Island, N. of Australia. I shall be in Sydney in 3 weeks time for a couple of days & if I can get a decent enlargement of the seaplane under way fixed up in time will bring it over for you. Yours Sincerely, S. Goble."

There is a suggestion in Goble's letter of something more than just answering fan mail. Perhaps he had enjoyed some hospitality from the Breckenridge family. Why else would the acting Air Force chief indicate that he would personally deliver an enlarged print of the Fairey IIID to Vida Tait? When Goble and McIntyre left Rose Bay on April 7, to continue their circumnavigation of the continent, there were 43 exhausting days ahead of them before they returned to Melbourne in triumph, taxiing up to St Kilda Beach, on May 19, where an official reception and a welcoming crowd of 10,000 people awaited. Prime Minister Stanley Bruce declared their achievement as: "one of the most wonderful accomplishments in the history of aviation." The Royal Aero Club in London awarded the Britannia Trophy for 1924 to Goble and McIntyre as the British aviators who achieved the most meritorious performance in the air. In Australia, Ivor McIntyre was awarded the 1924 Oswald Watt Medal for the most brilliant performance in the air. The Fairey IIID was presented to the Australian War Memorial Museum for preservation. Shortly after Stanley Goble's visit to Sydney in February 1925, he was on his way to a study course in England to make way for the returning Richard Williams. Goble had the honour of receiving the Britannia Trophy personally at a presentation luncheon in London on April 3. In Sir Richard Williams's autobiographical history of the RAAF, *These Are Facts*, there is not one word about the aerial circumnavigation of Australia. One aileron is all that remains of the Fairey IIID. **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 AHS A (NSW) Inc

SEPTEMBER 2013 ~ No 476

### *September Meeting*

The September meeting will be held at the Powerhouse Museum on Wednesday 4 September 2013 at 7.45pm.

The venue is the Amenities Room at the southern end of the Administration building. Entry is via Macarthur Street and car parking is immediately in front of the meeting room. Visitors are most welcome and supper will be available after the meeting.

### *September is the month ...*

for fellow members, in the best traditions of Speakers' Corner in the Sydney Domain, to take to the soap box and inform us about their passions for some aspects of our aviation history. This Wednesday evening, as you stroll around the meeting place, you are likely to hear:

- **Ian Dolstra** talking about the 1933 Christmas mail flights from Amsterdam to Batavia. There will be tales of the Pander Postjager, and of Ivan Smirnoff. Details will be given about an air race between two prototypes, and a distance record set by a third aeroplane ..... and there's more .....
- **Colin Lock** telling us about Connie Jordan, who was Qantas's first female licensed aircraft engineer. She was born on August 14 1908, and became a music and dance teacher in Brisbane in the late 1920s. She had an urge to fly and achieved her pilot's licence in 1936 at the RQAC. She then decided on a career as an aircraft engineer. Connie worked for the RQAC as a LAME before joining Qantas in 1942. She also owned a red MG and was the first female in Queensland to hold a racing car driver's licence.
- **The Ghost of Maurice Guillaux:** Paul Ewoldt and Judy Rainsford will seek to introduce members to the intrepid French aviator who flew Australia's first official air mail from Melbourne to Sydney in his Bleriot aircraft. Paul and Judy will bring members up-to-date with the involvement of AHS A (NSW) Inc in planning the centenary celebrations for July 2014. Members are encouraged to submit and discuss any thoughts they might contribute to the organisation and commemoration re-enactment.

### *August Meeting*

The Guest Speaker was Bob Stevens whose subject, the Vickers Wellington, attracted a large audience. From 1939 until 1950 Bob was an apprentice and later an engineer at Vickers Armstrong Ltd, Weybridge, England, which factory was adjacent to the famous Brooklands Race Track.

The Wellington was the first aircraft that Bob worked on and the images he provided showed the labour intensive geodetic construction of the aircraft. The aircraft was designed by the Vickers' chief designer, R.K. Pierson, with a contribution made by Barnes Wallis for the geodetic construction; however, the latter intends to receive more credit for the design than the former. Barnes Wallis had previously used geodetic construction for the R100 airship and the Vickers Wellesley and later for the Vickers Warwick and Windsor.

Developed from the Wellesley, the Wellington prototype first flew at Brooklands in 1936. Its fabric-covered geodetic structure was able to absorb heavy damage and it was the only British bomber to be used throughout World War II, serving with Bomber, Coastal, Transport and Training Commands. Altogether 11,461 Wellingtons were produced of which 2,515 were constructed at the Vickers' factory at Brooklands. The aircraft was often known as the *Wimpey* – from the J Wellington *Wimpey* character in *Popeye* cartoons.

In the first "thousand bomber" raid over Cologne in Germany, 599 of the 1,043 aircraft were Wellingtons. Two Wellingtons survive: the T.10 model that has been on display at the RAF Museum, Hendon, but is currently undergoing extensive restoration at the Museum's facility at Cosford; and a 1A which flew in daylight raids over Germany, ditched into Loch Ness during a training exercise in 1940, was recovered in 1985 and is now on display at the Brooklands' Museum. A number of images were shown depicting the restoration of this aircraft. Bob recalled a day at the Weybridge factory where, about five minutes after his leaving the canteen after lunch, 14 German aircraft bombed the factory

and 84 persons were killed and another 491 were injured in the very canteen from which Bob had just departed.

BARNES WALLIS was also noted for his invention of the "bouncing bomb" used in the Dam Buster raids on the Möhne, Eder and Sorpe dams in the Ruhr Valley. Bob met Wallis on several occasions, although he did not work closely with him. Images of the "bouncing bomb" and "Tallboy" and "Grand Slam" earthquake bombs were also shown. Specially modified Avro Lancaster aircraft were required to carry the 22,000lb (10,000kg) Grand Slam bomb. Many other images of Wallis' work and designs, with the Wellington and other geodetic construction designs, accompanied Bob's most informative talk.

WB

## REFLECTIONS

We are becoming familiar with a general public whose flight demands for comfort, convenience and a softly-gently ride in an aircraft are being taken to the extremes of compensation claims.

As pilots and aviation enthusiasts know the *God of Weather*, by whatever name, refuses to read the paper, monitor the weather report and conform to human expectations. *Thor* can hit his *Anvil* at His slightest whim.

And 'potholes' in the 3D of aircraft travel can be a lot more turbulent than the annoying potholes in any 2D road!

Perhaps some members can remember some not-so-smooth experiences. Enjoy!

*"We seldom flew at more than 1,000 feet above the ground, and mostly less, because a couple of D.H.86s had been lost over Bass Strait during the early days of their operation, plus one on delivery to Qantas. Consequently we were subject to a lot of turbulence and the passengers were frequently airsick. Radio communication then was keyed in Morse Code, which did not lend itself to making sudden calls, and the theory seemed to be that there might be a weakness in the struts between the aircraft's wings. We were therefore always a bit dubious about getting into bad weather in them.*

*"But this theory was put to rest on 1st September 1937 when the D.H.86 VH-UUB hit a thunderstorm over Canberra while flying from Sydney to Melbourne.*

*"The aircraft was being flown by ANA's Flight Superintendent, Leonard M. Diprose, and Gordon Cameron, whom I knew very well. After taking off from Canberra they entered cloud at only a few hundred feet and climbed to about 5,000 feet in very*

*rough conditions. Then they entered the storm, and suddenly they were thrown about the sky 'like a dog shaking a rat, sometimes upside down, and completely out of control,' as Len Diprose later recounted. All four engines cut out when they turned upside down but the D.H.86 stayed in one piece and the pilots managed to regain control and restart the engines, having lost 2,000 feet in altitude.*

*"On landing at Wagga, they found a lot of damage to the aircraft but nothing to stop it flying. The unfortunate passenger, who didn't have a seat belt, had clung on to his seat until it pulled out of its fastenings, and had hit his head on the roof of the cabin but was not seriously injured. The passenger was pleased to leave the aircraft at Wagga to continue his journey by train!*

*"So we decided the old 86 wasn't too bad after all."*

per PC

If anyone can recognise the author, please advise the Editor for acknowledgement. These recounts, often shared in the Aero Club with a glass or two after a flight, should not be forgotten. Ed.

## HELP WANTED

Please Note: Further to the item in last month's issue of *Southern Skies* concerning Ben Dannecker's quest for images of Dutch P2V-7, Ben's correct email address is [jindi@shoal.net.au](mailto:jindi@shoal.net.au) (Not 'bindi' as printed.)

Ben is also seeking images or photographs of 1957 model Cessna 180 (180 or 180A) and 182 (182 or 182A Skylane) aircraft in their original Cessna livery. Please contact Ben at the above email address if you can assist.

## Calendar of Events

### September 2013

- 07 Wings over Warwick. Warwick Qld
- 07 MacIntyre Aero Club Fly-in. Goondiwindi Qld
- 07 Aircraft Showcase - Frontline Fighters - Temora Aviation Museum. Temora NSW
- 12-15 Ausfly Narromine Air Show 2013. Narromine NSW
- 14-15 Wings and Wheels Fly-in. Maryborough VIC
- 21 Aviation Showcase - WWII Pacific Theatre - Temora Aviation Museum. Temora NSW
- 28-29 SABC Serpentine Annual Fly-in. Serpentine WA

### October 2013

- 05 Aviation Showcase - Fighters - Temora Aviation Museum, Temora NSW

### November 2013

- 02 Warbirds Downunder Air Show 2013. Temora NSW
- 03 NSW Sport Aircraft Club Open Day. Wedderburn NSW
- 06 31st Arthur Butler Memorial Lecture - Phm
- 09 Rathmines Catalina Festival, Lake Macquarie. Rathmines NSW

**\$2.2 MILLION DONATION SUPPORTS  
FORMER RAAF CARIBOUS**



The Caribou's 'wheelbarrow' has always been a crowd-pleaser at air shows. (Julian Green)

MILSPEC Services is donating more than \$2.2 Million of new surplus spare parts to the Historical Aircraft Restoration Society (HARS) to help maintain the society's Caribou aircraft in flight-worthy condition. The inventory was originally stockpiled to support the RAAF Caribou fleet, which was retired in 2009.

"When the Caribou aircraft retired from the RAAF, we contemplated what to do with our stock of now obsolete Caribou spares," director of MILSPEC Services, Steve Byrne said.

"We had two options, sell to an overseas operator or scrap them. But then we thought let's donate them to HARS and assist in keeping an important part of Australian aviation history in the air. For many years the Caribou provided strong income for our business and it's now time for us to give something back," he added.

"Without spares support, it is difficult to keep any aircraft in the air. With aircraft built in the 1960/1970's it is even more difficult to find the components needed to ensure they can attend events throughout Australia."

MILSPEC was formed in 1993 service and support capability for the Department of Defence and commercial organisations in support of defence contracts.

Caribou Cargo Pty Ltd facilitated the donation of the spares to HARS in their continuing support to help keep the Caribou flying.

[australianaviation.com.au](http://australianaviation.com.au) June 2013 per PC

Under preliminary discussions: The Shell Company may sponsor the hire of the HARS' Caribou for the Maurice Guillaux Air Mail Centenary Celebrations. This will contribute another aircraft that carries historic associations. Imagine pilot Guillaux's response to a Caribou doing a 'wheelbarrow' !

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*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 George Palmer at [ahsa\\_qld@hotmail.com](mailto:ahsa_qld@hotmail.com).

*The next meeting will be 27 September 2013.*

**Melbourne Meetings** are held on the fourth Wednesday of the month at RAAF Association, 24 Camberwell Rd, Hawthorn East, in the auditorium. Parking is available under the building enter from the lane at the south end. The meetings start at 7.30pm - ring the bell if the front door is shut.

A number of members meet casually for dinner from 6.00pm at the Tower Hotel opposite the RAAFA. Visitors welcome contact Antony Grage on 0418170395.

**Thanks** to Peter Coates, Tom Lockley and Warwick Bigsworth who contributed to this newsletter.

Contributions to the newsletter should be sent to the Editor Email: [judyransford@hotmail.com](mailto:judyransford@hotmail.com)



Maurice Guillaux flying over a crowd in NSW in 1914. Courtesy State Library New South Wales

**AVIATION HISTORICAL SOCIETY OF  
AUSTRALIA (NSW) Inc  
AIR MAIL CENTENARY COMMEMORATION GROUP**

**AIM:** To advance public education and the heightening of Australians' interest in their Aviation Heritage.

**WEBSITE:** [www.australiasfirstairmail.com](http://www.australiasfirstairmail.com)

**CONTACT:** [guillauxcentenary@gmail.com](mailto:guillauxcentenary@gmail.com)

**Correction** Air Mail Centenary Group item in the August issue of *Southern Skies* Page 4. The website should read: [www.australiasfirstairmail.com](http://www.australiasfirstairmail.com).

"email" rather than "airmail" was in the August issue's item on the subject.

### Bleriot XI monoplane, 1914 -2014



Ref

<http://www.powerhousemuseum.com/collection/database/?irn=288461#ixzz?Wvdar/GI>

NEXT YEAR, 2014, marks 100 years since Maurice Guillaux' air mail flight from Melbourne to Sydney – first air mail, first air freight, longest such delivery in the world at that time (16-18 July 1914).

### PROGRESS REPORT

Following the AHSA Committee Meeting held at the Powerhouse Museum on 7 August 2013 a meeting was convened to facilitate the formation of the Air Mail Centenary Commemoration Group.

It was agreed that the current temporary Group be formally endorsed as the Steering Committee. However a structure and provision of sub-committees was necessary. The members of the committee are:

Convenor: Tom Lockley; AHSA President, Ian Debenham, Warwick Bigsworth, Peter Coates, Barry Collins, Christine Ewoldt, Paul Ewoldt, Juanita Franzi, Ken Garland, Bill Holswich, Roger Kennedy, Jack Powell, Judy Rainsford and John Scott.

The Group approved that AHSA (NSW) be the coordinating body for the event.

Tom Lockley tabled a comprehensive summary of the progress so far and provided a briefing and further background material at the meeting.

**Dates:** Tom sought acceptance from the group that the commemoration flight should take place from 12 – 14 July 2014, rather than the exact anniversary dates of 16 – 18 July, due to the main activities being on a weekend, hence more exposure along the way.

**Philatelists:** John Scott raised the issue that the philatelists and their Society want date stamps on envelopes and post cards of the 16/18 July. The group took note of the Philatelic Society's concern, but resolved to remain with the commemorative flight on 12 – 14 July.

**M. Berti, Consul General of France** in Sydney has expressed enthusiastic support for the commemoration.

Further points discussed were:

- Sub-events would be run by other organisations;
- That the route to be flown would be:
  - Day 1: Flemington Racecourse, Strathbogie (Seymour airfield), Wangaratta, Albury. Overnight.
  - Day 2: Albury, Wagga Wagga, Harden. Overnight. Tom advised that the Carrington Hotel was very enthusiastic and offered to provide accommodation at the hotel for support crews.
  - Day 3: Harden, Goulburn, Bankstown and hopefully, Moore Park;
- Following lengthy discussion it was decided to seek an expression of interest from Temora Airport to ascertain whether they would support the flight via that airport;
- It was agreed that a landing should not be made at Moss Vale;
- Lengthy discussion ensued about the type of aircraft that should be used for the commemorative flight. Ken Garland discussed the possibilities of an Australian-designed and manufactured Jabiru, operating under CASA (VH-) regulations. Other ideas discussed included the use of a Drifter light aircraft, vintage aircraft and all-weather aircraft. The majority agreed with the use of a Jabiru;
- The requirements and restrictions regarding the use of Flemington Racecourse (Race Day?) and Moore Park were discussed in detail. The use of a helicopter between Flemington Racecourse and Essendon and between Bankstown and Moore Park was discussed. It was agreed much further research on the flight, particularly departure from the Melbourne area and arrival in the Sydney area was necessary;
- As several members of the Committee will be absent over the next six to seven weeks, further discussion should resume in early October;
- **Close liaison** with other AHSA branches will ensure that other states and territories have access to information and particularly the availability of commemorative envelopes and media coverage.

*in A H S A (NSW)*

## LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

### Rose Bay Diary – Part 4.

When the Rose Bay Flying Boat Base was officially opened by the Acting Governor General, Lord Huntingfield, on August 4, 1938, it was further fulfilment of the vision of a few influential aviation pioneers who advocated strongly for the use of flying boats to solve the problem of long distance inter continental air travel. The debate between the the pro landplane and the pro flying boat pioneers was finally won by the latter when the two great international airlines of the 1930s, Pan American Airways and Imperial Airways, adopted large flying boats to cross the great oceans of the world. The Rose Bay Flying Boat Base owed its existence to those pro flying boat pioneers; perhaps one more than the others – Francesco de Pinedo. After all, it was he who first flew a flying boat from Europe to Rose Bay.

Francesco de Pinedo was born into an aristocratic Neapolitan family on February 16, 1890. As a young adult he inherited the title of *Marchese*, and commenced service to his nation in the Italian Navy. During the Great War he transferred to the *Corpo Aeronautico Militare* where he served with distinction as a pilot. After the war he continued his aviation career as Chief Staff Officer in the Italian *Regia Aeronautica* and was Vice Commandant of an air squadron. He became convinced that the future of long distance aviation would involve the use of flying boats. He demonstrated his theory with a couple of successful long distance flights; one from Brindisi to Constantinople. He then gained support for an extremely ambitious project for the time: a flight that would take him from Italy, all the way to Australia, then up to Japan and back to Italy. He chose a small Savoia – Marchetti S.16ter flying boat for his odyssey, and Christened it *Gennariello* after St Gennaro, the Patron Saint of Naples. De Pinedo recruited Ernesto Campanelli as his mechanic and together they took off from the Savoia factory at Sesto Calende on April 20, 1925. His route was similar to that followed by Ross and Keith Smith's Vimy, modified to suit flying boat landing locations, until they reached Koepang on the Island of Timor. Then, instead of crossing the Timor Sea to Darwin, they set course for Broome where they landed on May 31. At this point *Gennariello* was the first flying boat, and only the third aircraft, to arrive in Australia from overseas. Francesco de Pinedo and Ernesto Campanelli were of course the first Italians to enter Australia by air. (Lebbeus Hordern might have argued that the first flying boat to enter Australia from overseas was his Curtiss MF6 which carried the first air mail from Daru in Papua New Guinea to Thursday Island on November 4, 1922. There is a nice photograph of the Aerial Company's two Curtiss MF6 flying boats moored in Rose Bay, c.1921, in Parnell and Boughton's *Flypast*.

The arrival of de Pinedo and Campanelli in Broome was acknowledged by a cablegram from the Prime Minister of Italy, Benito Mussolini, to the Prime Minister of Australia, Stanley Bruce. Mussolini's congratulations were passed on by Bruce, with his own, to the two intrepid aviators. From Broome the slipstream of Goble and McIntyre's around Australia flight was followed by de Pinedo and Campanelli who were warmly greeted at each port of call. At Melbourne, on a working Tuesday, June 9, a crowd of about 30,000 gathered at St Kilda to wait patiently for their arrival. Three formations of RAAF aircraft led by Ivor McIntyre in a Fairey IIID float plane escorted *Gennariello* to the official reception. Pinedo and Campanelli were greeted by the Italian Consul - General, the Australian Minister for Defence and the Mayor of St Kilda. At the end of the proceedings, *Gennariello* and the Fairey IIID took off and flew in formation back to Point Cook where the Italians were to be the guests of the RAAF for several weeks while *Gennariello* was thoroughly overhauled.

There was considerable excitement in the Breckenridge household on Monday, July 13, when the Sydney papers announced that: "Wing-Commander de Pinedo, who flew from Rome to Australia, and has been overhauling his seaplane in Melbourne, will resume his journey and arrive at Sydney on Wednesday. Wing-Commander de Pinedo accompanied by Chief Warrant-Officer Campanelli, will leave Melbourne early Wednesday morning, and is expected to alight about 2 o'clock in the afternoon on Rose Bay, where his machine will be moored to a special buoy. A ferry boat, chartered by the Italian community of Sydney, will meet the visitors at Rose Bay, and convey them to Farn Cove, where the official reception will take place". The practical arrangements for the arrival of

*Gennariello* were in the hands of the RAAF in the person of Squadron Leader Lawrence Wackett. He was aware that the placement of Australian Naval vessels around Farm Cove in anticipation of the arrival of the U.S. Naval Squadron on July 23, would make Rose Bay a safer environment for the operation of a flying boat. However, a strong preference by the organisers of the official reception saw Wackett overruled, and Farm Cove was approved for the arrival which was delayed until Thursday, July 16. Similar crowds to Melbourne gathered around the foreshores of Farm Cove and a formidable group of dignitaries took their places on the official landing stage to await the arrival. Finally, a little after 4 pm Lawrence Wackett in a RAAF speed boat cleared a path for the landing, which was described in the *Sydney Morning Herald* as: "Gradually descending, the seaplane twice circled over the vessels of the Australian Navy, and then swooped down in a graceful landing between *HMAS Adelaide* and two of the destroyers". Lawrence Wackett took *Gennariello* in tow and personally secured it to its special buoy, which he had relocated from Rose Bay.

Lawrence Wackett was lucky to be alive, and to be part of the official welcome to de Pinedo and Campanelli at Sydney. Given Lawrence Hargrave's attempts to get Australia's first designed and built seaplane into the air, it was a fortuitous coincidence that, on the tenth anniversary of Hargrave's death, July 6, 1925, Lawrence Wackett was on the eve of achieving Hargrave's goal. After 18 months of hard work at the RAAF Experimental Station, designing and constructing the flying boat he named *Widgeon*, Wackett had taken it to La Perouse on the shores of Botany Bay in preparation for its first flight. It was floated on July 7, and on July 8, after a couple of trial runs, Wackett describes what happened when he attempted to take off: "The aircraft was prematurely bumped into the air, and fell back into the trough with a blow so severe that it stove in the bow of the hull, and the whole craft dived into the water. My companions got clear almost instantly but the disaster almost cost me my life. I was entrapped in the controls and remained submerged for many seconds before I got clear just as I was losing consciousness." Squadron Leaders were made of tough stuff back in 1925. During the following week Wackett was busy with preparations first at Rose Bay and then at Farm Cove. In his meeting with de Pinedo, at the official reception, Wackett was questioned about his plan to use the *Widgeon* for the first flight from Australia to England. De Pinedo urged Wackett to reciprocate his flight to Australia by flying the *Widgeon* to Italy. One person who was not amused was the head of the RAAF, Wing Commander Richard Williams, who had come up from Melbourne to witness the *Widgeon* tests, and had his scepticism for the project reinforced. The repaired *Widgeon* did fly on December 3.

Preparations in Sydney for the July 23 arrival of the goodwill visit of the U.S. Naval Squadron were on a grand scale. Not wishing to get caught up in the activity, de Pinedo departed on his way to Brisbane on July 20. He took off from Farm Cove and circled the city twice in a farewell salute before heading north. However, not long into the flight ominous vibrations from *Gennariello's* engine forced a return. By this time Wackett had removed the mooring in Farm Cove and while drifting *Gennariello* collided with a Sydney Ferry causing minor damage to the hull. Taking advantage of the forced delay for repairs, the Italian Vice-Consul prevailed on de Pinedo to represent Italy by providing an aerial welcome for the seven American warships. De Pinedo described flying conditions on the morning of July 23: "The activity on the harbour produced the risk of collision and a very choppy surface. Visibility was severely reduced by smoke haze. A collision hazard in the air also existed because of local civil and RAAF aircraft being joined by aircraft launched from the American warships". On July 25, De Pinedo was relieved to again leave Farm Cove and resume his journey north. However, once more engine trouble intervened and de Pinedo headed back not to Farm Cove but to the peaceful waters of Rose Bay. Local residents were surprised to see the famous Italian flying boat land in the Bay and taxi towards Woollahra Point where it was beached near the Hargrave House. *Gennariello* would be Rose Bay's guest for the two weeks required to complete the engine repairs.

After de Pinedo completed his planned flight, landing on the Tiber in Rome on November 7, the Federation Aeronautique Internationale awarded him its inaugural Gold Air Medal. Ironically, de Pinedo lost his life in a landplane accident on September 2, 1933. *Gennariello* was found by ground personnel of 3 Sqn RAAF on June 10, 1944, at Guidonia aerodrome, 22 Km east of Rome. Unfortunately the opportunity wasn't taken to preserve this historically important aircraft. **John Scott.**