

file 2014-3 Sept-December

AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

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A H S A

Southern Skies

THE NEWSLETTER OF AHSA (NSW) Inc

NSW BIRTHDAY EDITION SEPTEMBER 2014 ~ No 487

50 YEARS

THE AHSA SEPTEMBER MEETING will be held at the North Ryde RSL Community Club on Wednesday 6th August at 7:45 pm. Please note the venue.

The club is located at the corner of Pittwater and Magdala Roads, North Ryde, and the meeting is in the **Grand Pittwater Function Centre**. There is ample free parking and visitors are most welcome. The facilities of the club are available to members and visitors for pre and post meeting refreshment and conversation.

50 YEARS

THE CELEBRATION OF AHSA (NSW) INC'S GOLDEN ANNIVERSARY.

This is an occasion to share with partners, family members and friends, who are all guaranteed a warm BIRTHDAY WELCOME. Even children can be catered for in the Club's *Tribal Zone*.

Members are asked to meet in the *Lower Heritage Lounge*, adjacent to the *Marble Bar*, from 6:30 pm, for conversation and pre-dinner drinks. Seating has been booked for members from 7:30 pm in the *Atrium Brasserie*. A new menu has been recently introduced at the Brasserie and the prices are good value. Following the meal, members are invited to meet in the *Sanctuary Lounge* for coffee and further conversation.

It is intended that our celebration of FIFTY YEARS involved with the history of Australian aviation will be an informal affair. There will be the opportunity to acknowledge the contribution to *AHSA (NSW) Inc* by its four golden members: Eric Allen, David Eyre, Eric Favelle and Keith Titmuss.

It will be time also to reflect on past friendships and achievements. Members attending may even give thought to the next fifty years of the Society.

OUR AUGUST SPEAKER, ALAN KITCHEN, presented interesting anecdotes and many photographs recording the history of THE SKIPPY SQUADRON – QANTAS AT WAR FROM 1939 TO 1995.

Alan's experiences serving with Qantas for 37 years as a member of the cabin crew on B707s, 1962 - 1979, and on B747s to 2002, provided an insight into a period that should not be forgotten. He was Flight Steward on six of the Qantas B707 flights carrying members of the armed services between Sydney and

Saigon during Australia's involvement in the Vietnam War. This experience caused Alan to become a co-founder of "Skippy Squadron" in 2002, an association with the objective of researching and commemorating, not only the Qantas charter flights during the Vietnam War, but also the commitment of Qantas to serving the nation in times of Australian involvement in conflicts. The commemorative plaque in the Sculpture Garden of the Australian War Memorial records the loss of eighteen civilian aircrew during the Second World War, including twelve from Qantas.

Alan's focus on the Empire Flying Boats and No 11 Sqn RAAF, the Qantas involvement with Catalina flying boats, and the close co-operation provided by Qantas to Australia's military forces during the Second World War was well illustrated with the historic photos in his presentation.

KINGSFORD SMITH MURAL

The latest edition - the Kingsford Smith mural by Annette Barlow. The Southern Cross mosaic is on the opposite wall.



The suburb of Kingsford (previously South Kensington) was officially named *Kingsford* in honour of Sir Charles Kingsford Smith on 1 October 1936.

To celebrate its famous namesake, the *Southern Cross Mosaic* by Lloyd Kellerman was installed in 1990, followed by the *Kingsford Smith Mosaic* by David Humphries in 2010. These are located in a popular thoroughfare near the Kingsford Nine-Ways, Southern Cross Close, Sydney - not far from the airport where

'Smithy' in the 'Southern Cross' took off and returned from record-making flights.

The latest addition, the *Kingsford Smith mural* by Annette Barlow, was unveiled on 21 June 2014 by the Mayor of Randwick, Scott Nash, and President of the Kingsford Chamber, Peter Shick. The Guest speaker was Judy Rainsford, historian, aviator and member of the Aviation Historical Society of Australia.



Detail in the commemorative stamp painted in the mural.



Randwick Council and Rotary members focus attention on the impressive size of the mosaic and mural.

The mosaic and the mural - on opposite sides of the walkway - are amongst the largest and most colourful aviation memorials in Australia.

Members will see them at the end of Anzac Parade (Nine-Ways) on the western side of Road.



Southern Cross at Brisbane Airport

THE OLDEST BOEING AIRLINER IN FLYING CONDITION

The four passengers are in two closed cabins and the lone pilot is in an open cockpit - maybe so the air will make him stay awake!



The airplane is in Spokane, WA and is the oldest airworthy Boeing in the World.

After eight years of repair and rebuilding and 8,000 hours of toil the Boeing 40C rolled out last winter as a finished airplane. They had to wait a few weeks for the snow to melt to fly it.

They received their Standard Airworthiness Certificate from the FAA and completed the engine pre-oil and fuel flow tests for the first of the taxi tests.

Facts for the Boeing 40 project:

- + The airplane weighs 4,080 lbs empty and has a gross weight of 6,075 lbs.
- + It is 34 feet long and 13 feet tall with a wingspan of over 44 feet.
- + Wing loading is 10 lbs per sq ft and power loading is 10 lbs per HP.
- + The wings have 33,000 individual parts in them.
- + It should cruise at 115 mph using 28 GPH and 32 GPH at 120 mph.
- + It carries 120 gallons of fuel in three tanks.
- + Over 221 gallons of dope/reducer and 120 yards of 102 ceconite fabric;
- + twelve gallons of polyurethane paint for the sheet metal;
- + and three-hundred-and-fifty 2" brushes were used to apply six gallons of West Systems epoxy.
- + One-hundred-eighty-one rolls of paper towels were needed for cleanup.

There were a total of 62 volunteers who worked on the project to some degree. Twenty-one of the volunteers did a significant amount of the work and nine of the volunteers worked continuously during the eight-year project.

NEPTUNE BOMBER AT NHILL

Edited by John Deckert

Several years ago I was shown a framed certificate thanking the Nhill police for assisting in the safe landing of a Neptune Bomber. The briefest details fired my imagination and so I set about trying to find members of the crew. The search was futile until I wrote to the editor of *Flightpath* asking for assistance. The pleasing response has allowed me to compile the following story:

The framed certificate was given by Ron Letch who also supplied photos and most of the following story. However, some detail has been added from information received from Viv Shearn and some from others interested in commenting on the incident and Neptune aircraft in general.

In mid-December 1953, pilot Ft. Lt. Ron Graham, navigator, Flg. Off. Mike Nestor and F. Sgt. Ron Letch, were flown by civil aircraft to Melbourne to meet with pilot Ft. Lt. Viv Shearn to collect Neptune A89-309 which had been attached to the Aircraft Research & Development Unit, RAAF Laverton to undergo a series of Test Schedules. The aircraft had recently been flown by Viv Shearn, Paul Jessop and crew on 27th November, 1953, covering radar and radio compass trials. When ready to leave for Pearce the aircraft's bomb-bay was loaded with panniers containing heavy equipment, and the fuel tanks were filled for the trip.

Being just a few days before Xmas, a number of airmen and airwomen had been booked on board for leave in W.A. Neptune A89-309 left at 7.30 pm, and due to heavy air traffic was diverted to fly a more southerly course over the sea south of Warrnambool. This meant flying over Mount Gambier and then the Bight, not crossing the coast again until somewhere between Eucla and Esperance. While cruising at a height of 6500 feet with the autopilot engaged the skipper moved down the back to put on the coffee percolator for a "cuppa".

The Neptune's main spar box, part of the wing structure, goes right through the centre of the fuselage, making it necessary to crawl over it to go fore and aft. Some passengers were resting against it due to lack of space.

Suddenly, loud bangs came from the starboard engine and flames began shooting out in front. The percolator went one way, someone got trampled on and faces went pale. Arms and legs flew in all directions as Ron Graham launched himself over the spar to reach the cockpit. Ron took over from Viv Shearn, feathered the propeller, and shut down the engine. The flames went out.

Neptune A89-309 was about 30 miles south of Warrnambool, on a dark night, and maintaining height with difficulty. An emergency was declared and a "mayday" call sent. The navigator, Mike Nestor, calculated that at the present rate of descent it would not be possible to return to Laverton or reach a South Australian airfield. The only airfield within range with radio was Nhill in western Victoria and it might just be possible to make a straight-in approach and landing, but Nhill did not have night-landing facilities or air-traffic control.

The Nhill Aeradio operator came to the rescue advising that Nhill aerodrome had a grassed surface about 3,600 feet long. With just one engine the Neptune would not be able to use reverse thrust, but would have to rely on brakes alone to bring the 35-ton machine to a halt. The Aeradio operator rang the local police, who rounded up drivers from the local hotels and arranged them on both sides of the field to form a car-headlight flare-path.

On approach to Nhill the pilots had enough height to perform a half-circuit to place them in the best direction for landing; with no possible chance of "going around" for a second approach. With landing gear down and maximum flaps they glided over the fence, but the aircraft floated - and floated - and floated again, before a gentle touchdown. The Neptune came to a shuddering halt about ten metres from the fence leaving the brakes glowing red many minutes later. Because it was a grassed surface, no tyres burst, as they had done on hard runways on other occasions under heavy braking.

Months later, when the engine had been dismantled, a huge hole could be seen where the valve-head had punched through a piston. The head of a valve had snapped off, and hot exhaust gases had been forced into the carburettor causing the flames.



Neptune A89-309 was tied down near the Nhill Aeradio Station waiting for a new engine. Notice the rocket rails under the wing.

Nhill Aviation Heritage Centre Board Member, Len Creek remembers that a spare engine and ground staff from Pearce were flown in by Dakota. However, when they arrived it was realised that there was no suitable crane in Nhill with which to remove the engine from the Dakota so it continued on to Melbourne and the new engine brought back to Nhill by road. The Neptune was taxied to the hanger and moved in from the southern end. However, because of the tricycle undercarriage the tail was much too high for the building so the doors were closed to just clear the aircraft and the engine was changed under cover. It was only when the Neptune was removed from the building and the engines run up and tested that the second engine was found to be underperforming and the decision made to replace it also. Neptune A89-309 forced landed due to oil pressure loss on 18/12/53 and finally arrived at 11 Sqn RAAF Pearce on 19/01/54.

Alf Tremain, an Ex P2V7 Neptune pilot with No 10 Sqn. RAAF added the following information:

"Originally numbered A89-694 (Lockheed c/n 426-5110) was received in USA on 06/04/51 and was renumbered A89-309 on arrival at Richmond, NSW, 15/08/51. In 1953 the P2V5 Neptune was powered by two piston engines. However in 1959 all of the squadron's aircraft were progressively modified with the fitment of an additional two turbojet engines. These jet engines could be started at any time and provided more than sufficient power for an aircraft to maintain height in the event of the failure of one or both of the piston engines. In 1966 I believe the P2V5 Neptunes had been replaced by the P3 Orion. Later models of the P3 are still in service today with No 11 Squadron. Some Neptune aircraft at Richmond still had rocket rails as late as 1960. "

PC

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. *The next meeting will be 26 September 2014.*

Melbourne Meetings are held on the fourth Wednesday of the month at the 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.

ONE HUNDRED YEARS AGO

SEPTEMBER

03: The Royal Naval Air Service is made responsible for British air defence.

09: HMAS Melbourne lands a party on Nauru receiving the surrender of the German Administrator.

10: Delfosse Badgery gives Tasmania its first exhibition of powered flight in his Caudron biplane at Elwick, Hobart.

11: Lt Cdr C.B. Elwell RN, AB J.E. Walker and AB W.G. Williams are killed during the RAN attack on Herbertshohe, New Britain.

13: Maurice Guillaux gives a flying exhibition at the Bathurst Showground. He loops the loop several times.

14: The Governor of German New Guinea surrenders to Australian Naval forces. Australian submarine AE-1, engaged in the operation, is lost at sea with its crew of fifty three men.

14-26: Maurice Guillaux arrives at Richmond NSW to set up an aviation school. On the 26th he flies to Springwood and back, attaining a height of 8000 ft.

26: V. P. Taylor, Captain Penfold, makes an ascent in Alban Robert's dirigible from the Melbourne Showground.

28: The German Air Service adopts an "Iron Cross" insignia for its aircraft.



The First Airmail Flight Re-enactment logo on the tailplane of the Jabiru.

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CALENDAR OF EVENTS

03 AHSA 50TH BIRTHDAY to celebrate September 24 1964 : present E. Allen, D. Eyre, E. Favelle & K. Titmuss.

→ THE RE-ENACTMENT OF THE FIRST AUSTRALIAN AIRMAIL CENTENARY FLIGHT WILL BE FEATURED IN A SPECIAL ISSUE WITH *SOUTHERN SKIES* WHEN PHOTOGRAPHS & RECORDS HAVE BEEN COLLATED. Ed

→ Thank you Peter Coates and John Scott for submissions to this newsletter.

Contributions should be sent to the Newsletter Editor:

Email judyrainsford@hotmail.com

in 18 AHSA (NSW)

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Slipstream Trophy - For Proficiency In Aviation Trivia - (A Short Biography).

(Just 25 years ago a renowned Australian sculptor, Nigel Apperley, created an outstanding work of contemporary art, *The Slipstream Trophy*. AHSA (NSW) Inc will celebrate *Slipstream's* 25th during its own 50th birthday celebrations on September 3rd. The art appreciating wives and partners of winners of the annual trivia quiz, have confided in me that *Slipstream* deserves a permanent home, in an art gallery somewhere - anywhere! The following appreciation of this work of art first appeared in L&L, November, 2002.)

I have traced Slipstream's ancestors back to Baron Anson of Soberton, who so successfully served as First Lord of the Admiralty, (from 1751 to 1756 and again from 1757 until his death on June 6, 1762), that he has long been regarded as "Father of the British Navy". George Anson was born into an aristocratic family on April 23, 1697. He entered the Navy in 1712, and became a captain at the age of 26. During the War of Jenkins' Ear, (Captain Robert Jenkins claimed to have been mutilated by Spaniards who boarded his ship in 1731), George was sent on an expedition of reprisal against Spanish possessions in the Pacific. In the course of this action, from 1740 to 1744, he sailed around the Horn, up to Chile, across the Pacific to Macao and back to England via the Cape of Good Hope, thus circumnavigating the globe and doing the Spanish considerable mischief along the way. Not a bad ancestor for Slipstream to have, considering the hopes held, at the time of her creation, for a career in maritime reconnaissance!

It was from grandfather Alliott that Slipstream inherited the first part of her family name. Alliott Verdon Roe was born on April 26, 1877, the fourth child in a Manchester doctor's family of seven. He left school at the age of fourteen to learn surveying in British Columbia. He worked at several subsequent jobs until, in August 1902, as third engineer on the African Royal Mail Steamer S.S. Inchange, he was inspired by the flight of an albatross. From that time Alliott joined the ranks of the early aviation pioneers, and was a proponent of the tractor type, propeller driven aeroplane. Since the helical airflow from a propeller became known as the slipstream, it seems right that the subject of this biography should also be named Slipstream. Alliott, with the help of his father, and brother Humphrey, registered A.V. Roe and Co on January 1, 1910, to commercialise the design and construction of aeroplanes - and so the Avro company was born.

Soon after A.V. Roe and Co was founded, Alliott employed Slipstream's creator, Roy Chadwick as his personal assistant and draughtsman. Roy Chadwick was born on April 30, 1893, into a family of engineers stretching back five generations. He graduated from the Manchester College of Technology and joined Avro at the end of 1911 as an eighteen year old. It has been said that Alliott 'fathered', rather than employed, Roy Chadwick. During 1912 the War Office ordered a series of machines from Avro, after they developed the Type 500 biplane design. Avro wrote, offering this design to the Australian Government, at the end of 1912. Harry Broadsmith also joined the company in 1912. The future links between Avro and Australia were already being forged.

During 1913, the Avro Type 504 emerged with considerable design input from Roy Chadwick. Squadron Commander Arthur Bigsworth of the RNAS, to whom our secretary Warwick Bigsworth is related, flew to fame in a 504B on May 17, 1915, when he tried to intercept zeppelin LZ.39 over Ostend. By then, Harry Broadsmith was also heavily involved in design and manufacture, and it was he who merged all previous modifications of the type into the ubiquitous 504K. Many AFC pilots trained on the 504K. Harry Broadsmith and the AA&E Co erected and manufactured 504Ks in Sydney, immediately post WWI, and supplied them to private operators, including Qantas, and also to the RAAF. At about this time Smithy was using a 504K for stunt flying in California. When he returned to Australia in 1921 he was again in the cockpit of a 504K giving joy rides to the people of country NSW.

In 1920 Bert Hinkler joined Avro and gained a high reputation as a test pilot. Both the Type

534 Baby and Type 581 Avian are associated with the early long distance solo flights of Bert Hinkler, particularly the first solo flight from England to Australia in 1928. At this time Alliott sold his interest in Avro, to the Armstrong Siddley Development Group, and joined S E Saunders Limited of Cowes.

1928 was also the year of the Pacific crossing by the Fokker FVII-3m, 'Southern Cross'. The Fokker FVII-3m flew for the first time in 1925 and was chosen for several noteworthy flights. It was because of this high profile that, in 1928, Avro acquired the British licence to build the Fokker FVII-3m, starting a design evolution that eventually produced Slipstream. Roy Chadwick modified the design which resulted in the Avro Type 618 Ten. Following completion of the Australia-England flight in the 'Southern Cross' on July 8, 1929, Smithy and Ulm went up to Avro in Manchester to discuss their order for 5 Avro Tens for Australian National Airways. Avro produced 14 Avro Tens and sold 7 to Australia. Smithy's re-acquaintance with Avro led to his introduction to long distance solo flying, in Avro Avians, (England-Australia 1930, and Australia-England 1931).

Roy Chadwick produced several variants of the Avro Ten including the Type 642, the two engined version of which still retained a close resemblance to the Ten. The further development of the Type 642 led directly to the creation of Slipstream, and her thousands of sisters, 'Aggie', 'Faithful Annie' etc. Slipstream owed her existence to a specification, for an aircraft, sent to Avro in April, 1933, by Imperial Airways for feeder line work. Roy Chadwick met this requirement by using a scaled down Fokker wing in a low wing, twin-engined configuration; the Type 652. Imperial Airways placed an order for 2 Type 652s in April, 1934. The prototype flew for the first time on January 7, 1935. Coincidentally the Air Ministry notified Avro of their requirement for a twin-engined landplane for coastal reconnaissance duties. This specification was met by a new design study of the Type 652, designated Type 652A. The prototype 652A flew for the first time on March 24, 1935. Almost immediately the RAAF became interested, and on November 11, 1935 an order for 33 Ansons was placed with Avro. It is a coincidence that from about the start of this design evolution which led to the Anson, the Australian magazine 'Aircraft' added the words 'Incorporating Slipstream' to its front cover. Eventually the RAAF took delivery of 1028 Ansons, the majority of which were used in the training role during WWII. Slipstream was just one of those Ansons, and it can be assumed that she gave good and faithful service during her life in Australia. The cause and date of her passing remain a mystery.

We must now join Nigel Apperley who spoke to me from the shores of Lake Kutubu, in the Southern Highlands of Papua New Guinea, where he is currently in charge of a couple of Bell Long Ranger helicopters. Nigel told me that, many years ago, he was doing a bit of aviation archaeology around that Golgotha of WWII Australian aircraft, Tocumwal. And there he recovered the only known fragment of Slipstream, a badly twisted piece of aileron, with its birth certificate attached. From this he read, "Boeing Aircraft Co of Canada Ltd, Avro Type 652A, Serial No 1547, 15/11/40".

When Nigel won the Trivia Quiz for the first time in 1989, he was so overcome that he mounted the aileron fragment on a polished wood base, with an appropriate brass plaque attached, and donated it to our society as 'The Slipstream Trophy' for future trivia competitions. The first winner of the trophy was David Eyre, in 1990. If you have read this issue of Loops & Landings this far it will be no surprise to learn that I am the current holder of 'The Slipstream Trophy', for proficiency in aviation trivia. I also searched the www for any other Slipstream Trophies out there. Members of The Hickling Broad Sailing Club, in Norfolk in the U.K., also compete for a Slipstream Trophy on the beautiful Norfolk Broads, not too far from where our past president David Sparrow, (1986-87), now resides.

There is one last thing you should know about The Slipstream Trophy, which is a mounted fragment of aileron. Slipstream's creator, Roy Chadwick died in the crash of Avro Tudor 2, G-AGSU, during a test flight on August 23, 1947. Overnight there had been modifications carried out and the aileron cables were replaced. However, the new cables were reconnected incorrectly. G-AGSU had just become airborne when control was lost. Was Slipstream, by yielding up her own aileron fragment, reminding Nigel of the loss of her creator, one of the world's great aircraft designers?.... **John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

Southern Skies

The Newsletter of AHSA (NSW) Inc

October 2014 No.488

Due to unforeseen technical difficulties, the normal format of Southern Skies is unable to be printed this month. The normal format is expected to return for the November issue.

October Meeting

Arthur Butler Memorial Lecture

The October meeting will be held at the **North Ryde RSL Community Club** on Wednesday 1st October at 7:45 pm. The club is located at the corner of Pittwater and Magdala Roads, North Ryde. The venue for the meeting within the club is the **Grand Pittwater Function Centre**. There is ample free parking at the club, and visitors are most welcome. The facilities of the club are available to members and visitors for pre and post meeting refreshment and conversation.

This meeting will be the **32nd Annual Arthur Butler Memorial Lecture**. The subject of the presentation by our guest speaker **Andrew Tink AM** will be:-

AIR DISASTER CANBERRA

The plane crash that destroyed a government and changed the history of Australia.

Andrew Tink graduated from the Australian National University with degrees in Arts / Law, and practised as a barrister before being elected to the NSW Parliament, where he served as a Member of the Legislative Assembly from 1988 to 2007. After leaving politics Andrew began dabbling in writing and history, which had been his favourite subjects at school. In 2009 he completed the first comprehensive biography of *William Charles Wentworth*, (Australia's greatest native son), for which he won the 2010 'The Nib' CAL Waverley Library Award for Literature. Then followed another biography, *Lord Sydney*, (The life and times of Tommy Townshend), which was released in December 2011.

Andrew's third book, *Air Disaster Canberra*, was released in April 2013. The contents of this book will be the subject of Andrew's Arthur Butler Memorial Lecture. The crash of RAAF Lockheed Hudson, A16-97, at Canberra on August 13, 1940, caused the death of ten people. Of the ten, Geoffrey Street, James Fairbairn and Sir Henry Gullett were senior cabinet ministers in the first Menzies government. Richard Elford, Fairbairn's secretary was also on board. General Sir Cyril Brudenell Bingham White, Chief of the General Staff and his Staff Officer, Lt. Col. Francis Thornthwaite were also killed in the crash together with the RAAF crew of four. Two other

cabinet ministers, Arthur Fadden and George McLeay had intended to take the flight but decided to travel by train instead. Andrew will explain the events leading up to this disaster and its ramifications, which changed the course of Australian history.

In July 2013 Andrew Tink was appointed as Adjunct Professor at the Macquarie University Law School. On Australia Day, 2014, he was made a member of the Order of Australia "for significant service to the Parliament of New South Wales, local history, and to the law."

Please join us for this premier event in our monthly meeting calendar.

Committee Meeting

A Committee meeting, commencing at 6.15pm will be held in the Grand Pittwater Function Room immediately prior to the main meeting.

Paul and Christine Ewoldt intend to have an early evening meal in the Sanctuary Lounge at the North Ryde RSL Club at about 5:30 pm and have an open invitation for anyone to join them.

September Meeting

The September meeting celebrated the 50th anniversary of the inauguration of the NSW Division of AHSA. Guests of honour were Eric Allen, David Eyre, Eric Favelle and Keith Titmuss and their respective wives. These four gentlemen were involved in the first meetings of the Society in Sydney – initially at Qantas House and later at the Qantas Jet Base. Although the meeting was quite informal, Warwick Bigsworth gave a brief address about those early years in AHSA. He noted that in the January 1965 issue of the Aviation Historical Society of Australia *JOURNAL*, it was reported that:

"In September 1964, member Frank Walters contacted other AHSA members in the Sydney area with a view to forming a local branch of the Society. A meeting was held on 24 September 1964 at Qantas House (A venue which was arranged with the aid of member Ron Gibson of Qantas). At this meeting, attended by 18 people, it was decided to proceed with the formation of a Branch in Sydney, and Mr Gibson and Mr Walters were elected as

Your breath plan is excellent.

On sound, can you please check the tuning for #27-28, and also watch the high note on #8 (together).

Chairman and Secretary/Treasurer of the organising committee. Further meetings have been held (including an arranged visit to the Hawker de Havilland grounds near Bankstown Airport to see, among other things, the Avro Lancaster WU-15). The first "business" meeting was held on 21 January 1965 to consider a Branch constitution which had been drafted by a sub-committee of members. The next meeting was scheduled for 18 February 1965 for the formal election of Branch office-holders."

Warwick recalled some of the Australian aviation events of 50 years ago, including:

- Ansett-ANA DC-6B VH-INA lost an engine – literally – over Port Phillip Bay.
- The log books of the first Mirages to be assembled in Australia were handed over to the Minister for Air, Mr Fairbairn.
- The R.M. Ansett Brisbane to Adelaide Air Race was held.
- The Transavia Corporation Pty Ltd was formed with the intention of producing the Airtruk at its Seven Hills factory.
- A contract was let to McDonald Constructions Pty Ltd and Morrison Knudson of Australia for the construction of an airport at Tullamarine.
- The Beatles made their first visit to Australia.
- A flight commemorating the 50th anniversary of the first official airmail flight in Australia was undertaken between Melbourne and Sydney in Victa Airtourers VH-MVL, flown by Vic Walton and VH-UQX flown by Dick Sims. A four page article describing the flight, and Guillaux's original flight was included in the July issue of the *JOURNAL*.
- The NSW Intra-state airline dispute – which resulted in the allocation of routes by the NSW government to East West Airlines and Airlines of NSW.
- The commencement of the Qantas Fiesta Route from Sydney to London via Tahiti, Mexico and Bermuda.
- The arrival in Australia of the first Boeing 727s to be operated by TAA and Ansett-ANA. The first services of which, between Melbourne and Sydney, were flown on 2 November 1964.
- Qantas received the last 2 of its 13 Boeing 707-138Bs and the first of its 707-338Cs.

Warwick noted that some of these events also appeared in Eric Allen's YesterYear page in *Australian Aviation* magazine. He thanked David, Eric, Eric and Keith for their initiative 50 years ago.

In response, Eric Allen recalled those early years of visiting aerodromes, getting access to military bases and aircraft, and civil aerodromes and hangars. He particularly acknowledged the contribution made by Frank Walters and Ron Gibson in organising a group of enthusiastic youngsters and being able to guide the establishment of a formal society.

Eric also noted the networks that both Ron and Frank had established, which enabled very

reasonable printing and legal advice regarding the provision of a constitution.

He thanked the current Committee for its performance and endeavours in keeping the Society operating.

Another Super Constellation for Australia

The Qantas Founders Museum has been successful in acquiring a Lockheed Super Constellation (N4247K) which, along with a number of other aircraft, has been languishing at Manila International Airport. The aircraft was formerly operated by World Fish and Agricultural Corporation, hauling fish in the Western Pacific, and was once in service with the United States Navy.

The Museum's Rodney Seccombe says that it has been trying for years to get hold of a Super Constellation, because it changed the nature of flying and made a significant contribution to the history of Qantas.

"Until then, it took about 10 days to fly to London in a flying boat and it reduced that back to four days, so it made a terrific difference," he said.

He says that the aircraft will not fly, but the Museum needs to raise funds to have it shipped to Australia, before it goes on display at the Longreach museum.

The Great Tiger Moth Air Race

The delayed 2014 Tiger Moth Air Race will be held over the October long weekend. It was originally planned for Easter this year, but was postponed due to a CASA airworthiness directive relating to Tiger Moths. Up to 50 aircraft are intending to depart Luskintyre Airfield on Saturday 4th October tracking via the Central Coast to Barrenjoey Head, North Head and via Sydney Harbour and Parramatta River to Prospect then landing at Camden at about 11.30. At 1.00pm, the aircraft will track via Prospect, the Hills District, Patonga, Toukley and Swansea to Luskintyre, where they are expected to arrive by 2.30pm.

On Sunday 5th October, the aircraft are programmed to depart Luskintyre at about 9.15am for Taree, via Maitland, Dungog and Gloucester. At about 12.20pm they will return to Luskintyre via Forster, Tea Gardens and Allworth, arriving back by about 2.00pm.

Memorial Service to Honour Airmen 70 years on.

Peter Coates has provided the following press release issued by the Shire of Broome and the Broome Historical Society on 12 September:

"On 18 September 1944, Flt Sgt Ronald S. Kerrigan and Sgt Ronald G. Smith were killed when their RAAF Beaufighter A19-163 aircraft crashed off Cable Beach during WWII.

Now 70 years later, and following the recent discovery of the plane wreck, almost 20 of the airmen's family members along with senior RAAF

personnel are headed to Broome for a memorial service on Thursday 18 September.

Broome Shire President, Graeme Campbell, said the community was invited to join them for this important occasion at 5.45am for a 6am start on the northern end of the lawn overlooking Cable Beach, where a new memorial would also be unveiled.

"The Shire of Broome is working with the Broome RSL, Broome Historical Society, TS Broome, RAAF and others to put together the event," Cr Campbell said. "The discovery of the aircraft wreckage created headlines around the nation, and we hope the Broome community will turn out in good numbers to pay their respects on the 70th anniversary of the tragedy."

Family members flying to Broome include Flt Sgt Kerrigan's sister, Val Bullied, and Sgt Smith's sister-in-law, Judy Smith, who will also visit the site of the wreckage with other family members.

The RAAF will be represented at the memorial service by the Commanding Officer of 31 Squadron, Wing Commander Joanna Elkington, Wing Commander Peter Gibb, and Chaplain, Squadron Leader Bruce Grey.

The wreckage of the Beaufighter A19-163 was discovered earlier this year by Broome Historical Society Vice President, Dion Marinis, and helicopter pilot Jim Miles after a painstaking two-year search.

The aircraft crashed while on a mission to provide protective cover for Catalina flying boats that were conducting patrols, bombing raids and mine laying operations. After taking off at 4.30am it failed to gain height and crashed into the ocean about 1km off Cable Beach, killing both occupants.

The memorial service and plaque unveiling will happen at 5.45am for a 6am start on Thursday 18 September 2014 at the northern end of the grass overlooking Cable Beach."

One Hundred Years Ago

October 3: Delfosse Badgery gives a flying exhibition at Elphin, Launceston, climbing to a height of 2,500 ft.

3 - 10: J. C. Marduel makes a number of flights from Richmond flying Guillaux's Bleriot XI.

5: A German Aviatik biplane is the first German aircraft shot down during WW I. A French Voisin claims the victory.

8: The RNAS attacks the Zeppelin sheds at Dusseldorf, destroying one Zeppelin.

22: Maurice Guillaux sets sail for France with the HQ Section of the 3rd Australian Division, listed as "aviator" on the embarkation list.

23: J. C. Marduel flies a Caudron biplane from Richmond to Centennial Park, becoming the first to land an aeroplane in the park.

28: A meeting of instructors and officers under instruction from the CFS at Point Cook meet on the

5th Floor of the London Hotel, Melbourne, and decide unanimously to form an Australian Aero Club and to affiliate with the Royal Aero Club of Great Britain.

For the Bookshelf

The commentary on each book listed below is that as provided by the publisher.

Flight Command by Air Commodore John Oddie

As a farm boy in western Victoria, John Oddie would watch RAAF jets pass overhead as he ploughed hay fields, wondering what it would be like to fly such a machine. Thirty-five years later - having flown Hueys, Chinooks, Hercules, jets and C-17s in a range of operations - John had risen to the rank of Air Commodore.

John's appointment as deputy commander of Aussie forces in the Middle East capped a remarkable career of service to Australia. Sadly, this honour also involved the heartbreaking duty of informing families of the deaths of their husbands and sons in Afghanistan and overseeing departure ceremonies for the fallen soldiers.

As well as covering the war in Afghanistan, *Flight Command* provides an insider's account of being a combat pilot in the first Gulf War, a commander supporting peace in Bougainville and security in Cambodia and the often harrowing experience of being a first-response commander dealing with the aftermath of the Boxing Day tsunami in Indonesia.

The Ghosts of Roebuck Bay, by Ian W. Shaw

The Japanese attack on Broome is the second most deadly air raid on Australian soil and yet it is almost overlooked. On 3 March 1942, nine Japanese Zero aircraft strafed the small town planning to destroy the aerodrome and American aircraft.

With no notice, the townsfolk could only put up minimal opposition and in an attack that lasted only an hour, almost one hundred men, women and children lost their lives. Not a single operational aircraft remained in Broome, but the loss of human life can never be truly calculated. *The Ghosts of Roebuck Bay* tells the story of this tragedy, shining light on a story that has slipped through the cracks of history.

Born to Fly, by Ryan Campbell

In *Born to Fly*, Ryan recounts his remarkable journey from a boy with a dream to becoming, at the age of 19, the youngest person ever to circumnavigate the globe solo in a single-engine aircraft.

Drawing on the advice of renowned aviators, Dick Smith and Jim Hazelton, (who Ryan says is a man who has more hours adjusting his seat in a plane than I do in flying time), and mentor Ken Evers, Ryan fundraised and planned with great determination, before finally setting out on his thrilling 70-day odyssey, landing 34 times in 15

countries and covering more than 24,000 nautical miles.

From his wings icing up over Greenland's glaciers, to a heart-stopping moment in the midst of Indonesian airspace; abuse from an airport official in Greece, to awe at the sight of molten lava entering the Pacific; this real-life story shares with us the dry-mouth terror and heady exhilaration of flying alone on one engine.

Born to Fly is a fascinating view of the world from above from an inspiring young Australian.

The above books are available in paperback at booksellers, Big W and the like, (which often sell the books well below RRP), as well as through booksellers on the internet, and as E-books.

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.

Friday 26 September 2014 The documentary "Eric Brown – A Pilot's Story" will be shown. This is the story of 95 year old Eric "Winkle" Brown CBE DFC AFC RN who achieved many remarkable feats. He was the first person to land a jet aircraft on an aircraft carrier; he held the world record for the most aircraft carrier landings – 2,407; he test flew captured German aircraft; he interviewed Hermann Goering; and was captured by the SS before being exchanged at the Swiss border.

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. Visitors welcome – contact Antony Grage on 0418 170 395.

Wednesday 24th September: Brian Hill has written a book "*The Purple Stripe*" covering the history of Flight Engineers in Australian airline operations. Brian was himself an FEO with Ansett on the Electra and B727, then becoming a pilot on the F50 and B737. He will talk about the fascinating period when flight engineers were vital to the safety of our airways, and the sticky negotiations that occurred as their task became redundant with new generation airliners.

Calendar of Events

28 September 2014 Wesfly and SABC Fly-in. Serpentine, Western Australia.

4 October 2014 Temora Aviation Museum Aircraft Showcase – WWII Pacific Theatre – Temora NSW.

4 - 5 October 2014 Tiger Moth Air Race Luskintyre – Camden – Luskintyre; Luskintyre – Taree – Luskintyre.

18 October 2014 Temora Aviation Museum Aircraft Showcase – Fighters – Temora NSW.

18 October 2014 Tamworth Festival of Flight, Tamworth NSW.

25 October 2014 80th Anniversary of DC-2 *Uiver* Rescue, Albury NSW. (see poster below).

25 October 2014 Rathmines Catalina Festival, Rathmines NSW.

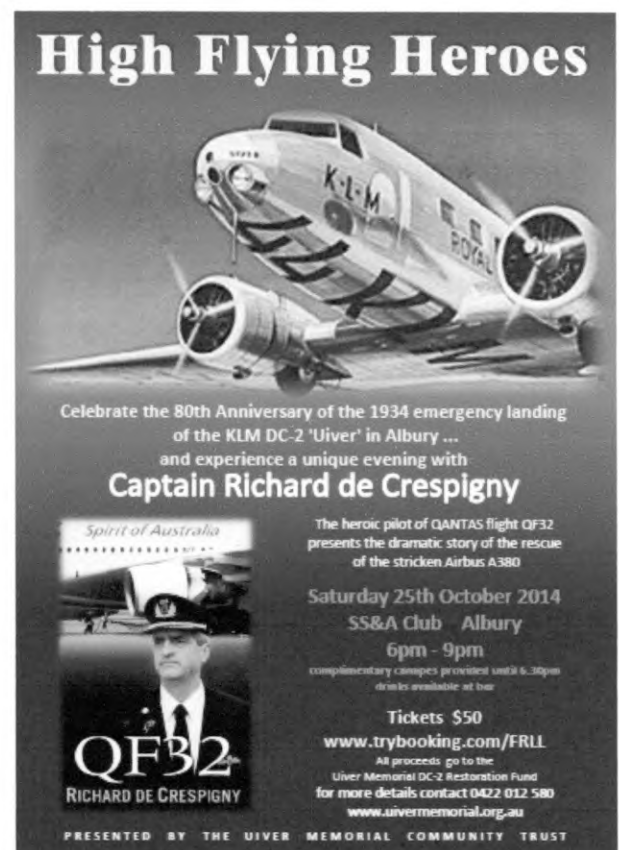
25 October 2014 Motors in Motion, Kingaroy Queensland.

1 November 2014 Temora Aviation Museum Aircraft Showcase – Trainers to Fighters – Temora NSW.

15 November 2014 Temora Aviation Museum Aircraft Showcase – Bombers/Attack – Temora NSW.

Thanks

Thanks to Peter Coates, Ian Debenham and John Scott for their contributions to this newsletter.



High Flying Heroes

Celebrate the 80th Anniversary of the 1934 emergency landing of the KLM DC-2 'Uiver' in Albury ... and experience a unique evening with **Captain Richard de Crespigny**

The heroic pilot of QANTAS flight QF32 presents the dramatic story of the rescue of the stricken Airbus A380

Saturday 25th October 2014
SS&A Club - Albury
6pm - 9pm
complimentary drinks provided until 6.30pm
drinks available all day

Tickets \$50
www.trybooking.com/FRL1
All proceeds go to the Uiver Memorial DC-2 Restoration Fund
for more details contact 0422 012 580
www.uivermemorial.org.au

PRESENTED BY THE UIVER MEMORIAL COMMUNITY TRUST

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Eddie's Favourite Dragon Rapide.

In his history of Connellan Airways, *Failure of Triumph*, Eddie Connellan wrote that: "On March 15th, 1950, our fourth Rapide was delivered by Captain Weames (sic), a USAAF pilot, and his father, the head of the famous Weames (sic) School of Navigation in the United States. This aircraft was VH-AIK, by far the best of the Rapides we had over the years for speed and payload, and the nicest to fly." *Failure of Triumph* was published in 1992 by Paradigm Investments in the Northern Territory, 42 years after the delivery flight of VH-AIK. The story of the delivery flight itself was published only last year, under the title *Box Kite to Bali*, by Fox Road Press of Annapolis in Maryland, USA. And yes, it was the famous Captain Philip Van Horn Weems who, at the age of 60, navigated VH-AIK from Croydon Airport in South London to Alice Springs without the aid of radio. The pilot was his son Lt Cmdr George Thackray Weems USN, who was 29 years old at the time, and who subsequently wrote *Box Kite to Bali*.

I have a great affection for the De Havilland DH 89 Dragon Rapide. I share its year of birth. Hubert Broad took the prototype E-4 to the air on April 17, 1934. I am also forever grateful to Roy Fox for my flight experience in his Rapide, (VH-UTV), flying out of Bankstown Airport. Roy was our Arthur Butler Memorial Lecturer on November 8, 2006, on "The Joys and Difficulties of Operating a 1930s Aircraft in the 21st Century". And who can forget the stunning appearance of Maurice Rolfe's Rapide, (VH-UXZ), in its Australian National Airways – Royal Mail livery, during AHSA (NSW) Inc's recent commemoration of the Australian Airmail Centenary? Back in 1976, AHSA (NSW) Inc commissioned a series of paintings by Don Stephens titled *Pioneer Civil Aircraft*. The original Australian National Airways Rapide, (VH-UXZ), *Marika*, was one of the aircraft Don selected for the series.

When I first saw the title, *Box Kite to Bali*, given to the book by its author George "Bee" Weems, I thought the use of *Box Kite* to describe VH-AIK was a bit disrespectful. However, after reading the book, it is clear that "Bee" had developed an affection for this special Rapide that carried him, and his three other crew members, safely half way round the world. Because the story was originally written for publication in *The Saturday Evening Post* in 1951, Bali was used in the title as a more exotic sounding destination for American readers than the then unheard of Alice Springs. A bit of alliteration also helped produce a catchy title.

"Great AIK" was the nickname given by "Bee" Weems to his trusty Rapide, which had come into being as a result of a RAF order for 150 DH.89B Dominies in 1941. She was taken on charge by the RAF as Dominie I, (X7324), and proudly served throughout World War II. Her first couple of years were with the Air Transport Auxiliary's No 3 Ferry Pilots Pool at White Waltham Airfield in Berkshire, where she was more often than not flown by women pilots. On November 8, 1946, she was honourably discharged from the RAF into the ownership of Blackburn Aircraft Ltd, converted to a DH 89A, (G-AIWG), and put to work with North Sea Air Transport Ltd. In late 1949, Blackburn put the sale of G-AIWG in the hands of an agent, W. S. Shackleton Ltd. Shackleton arranged the transfer to its new owner, Connellan Airways Ltd, and advertised for the services of a pilot to ferry the aircraft from the UK to Alice Springs. As it happened, "Bee" Weems was in the UK at the time, and on the lookout for just such an adventure that the ferry flight offered.

Philip V. H. Weems married Margaret Thackray in 1915, and they had three children, Philip Jr., Margaret and George Thackray who was nicknamed "Bee". Like his father "Bee" entered the U.S. Naval Academy at Annapolis, and was a member of the Class of 1942. He later completed flight training and flew with Fighter Squadron VF-10 during 1945, flying F4U Corsairs from the carrier *USS Intrepid*. Following the war he was assigned to Naval Air Station Patuxent River as a test pilot. In 1949 he attended the Empire Test Pilots' School at Farnborough in the UK. At the end of this course he took a two month leave of absence and used the opportunity to embark on his Australian adventure. One night in December, 1949, he made a long distance phone call to his father to ask him to act as navigator on the ferry flight. He also contacted a close friend, William R. Eddins, who had served as a

carrier pilot on the *USS Bennington* during W.W.II. "Willie" jumped at the chance to assist as a relief pilot. James W. H. Smith, an aircraft engineer recruited in the UK to work for Connellan Airways, made up the fourth member of what was to be a very experienced crew.

Before Great AIK took-off from Croydon on February 3, 1950, another DH.89A, (VH-AHI), also purchased from Blackburn, had already completed a successful ferry flight under the command of the formidable Lionel Van Pragg. He departed from Hanworth on November 1, 1949, and arrived at Alice Springs on December 8, after thirty seven days. However, the earlier ferry flight of the first two Connellan Airways DH.89s, (VH-BKR and VH-BKM), purchased in the UK for the airline by Damien Miller the previous year, did not go so well. These two Rapides departed together in April, 1948, and on the final stage to Alice Springs, VH-BKM crashed on takeoff from Daly Waters on May 6. The aircraft was destroyed by fire. The pilot, Ted Hourigan, and his three passengers were lucky to escape with their lives. Thus, by the time of departure of the Great AIK, only two of the three DH.89s ferried from England for Connellan Airways made it safely to Alice Springs. No doubt Eddie Connellan was relying heavily on the name "Weems" to get his fourth DH.89 through. When the Great AIK arrived at its destination only 23 days after leaving the UK, Shackleton sent a telegram to Alice Springs via the US Air Attaché in Melbourne: "WEEMS FATHER AND SON WE THANK YOU WELL DONE." There must have been a sigh of relief all round.

The meeting between Eddie Connellan, the great pioneer of commercial aviation in Central Australia, and Philip Weems, the world's great pioneer of the science of air navigation, occurred just as darkness was setting in at Alice Springs on Sunday February 26, 1950. "Bee" Weems wrote: "In the semi-darkness the entire staff of the little Australian airline was waiting, delighted to have another craft for their kangaroo hops over the Down Under stretches. Eddie Connellan lived up to the fine advance reports we'd been hearing of him. He has run his little airline out in the bush country for seven years, and has a large influence in the development of the country "out back", in the center of the Australian Continent. Eddie was pleased as punch about getting his new plane. He hadn't had much luck with ferry flights before, and was grateful that we had delivered him a sound aircraft with unlabored engines."

By the time of their meeting in 1950, Eddie Connellan and Philip Weems had experienced similar family tragedies. Both had lost their first born children. Eddie and Evelyn Connellan's first child, Cynthia, died at Alice Springs on July 26, 1942, the day following her birth. Philip and Margaret Weems first child, Philip Jr., a U.S. Marine, died on Guadalcanal in 1943. During the years following the meeting of Eddie Connellan and Philip Weems further tragedy would touch both families and cause the long delay before publication of *Box Kite to Bali*. In the Editor's Preface to the book, dated April 2013, Gwen Manseau wrote: "George Thackray Weems, or Bee, was my great-uncle...several years ago, dusty trunks and boxes brimming with his letters and photographs arrived at our house...a yellowed typewritten manuscript by Bee called *Box Kite to Bali* dated January 1951 – the very month he died. It was as if Bee himself had dropped off the boxes and rung the doorbell." It is a sad fact that after returning to the Naval Air Station Patuxent River, "Bee" was killed in a flying accident on January 16, 1951. There then followed an extraordinary sequence of events. At 4:30 pm on September 29, 1951, Eddie Connellan was starting the engines of VH-AIK at Turkey Creek, W.A. In the process flames from the exhaust ignited fabric underneath the belly of the aircraft. Eddie ordered his five passengers to abandon ship and was lucky to escape with his life. VH-AIK became a total loss. Meanwhile, "Willie" Eddins, the relief ferry pilot for the Great AIK, was married in New York in February, 1951. By 1953, he held the position of public information officer at Floyd Bennett Field. On July 11, 1953, he was killed in a plane crash, leaving behind a young wife and two infant children.

Eddie Connellan explained that the title *Failure of Triumph, The Story of Connellan Airways*, was intended to represent the decline and ultimate failure of his airline after the exhilarating years of pioneering and development that had created a mid - term plateau of triumphant success. The period of failure must have been made unbearable by the loss of his son Roger, together with three other Connair employees, as a result of a suicide air attack on the Connair hangar at Alice Springs, on January 5, 1977. Eddie Connellan finally sold his airline to East-West on March 14, 1980. **John Scott**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224
PO BOX K346 HAYMARKET NSW 1238

AHSA

Southern Skies

THE NEWSLETTER OF AHSA (NSW) Inc

NOVEMBER 2014 ~ No 489

THE AHSA NOVEMBER MEETING will be held at the North Ryde RSL Community Club on Wednesday 5th November at 7:45 pm. Please note the venue. The club is located at the corner of Pittwater and Magdala Roads, North Ryde, and the meeting is in the Grand Pittwater Function Centre. There is ample free parking and visitors are most welcome. The facilities of the club are available to members and visitors for pre and post meeting refreshment and conversation.

Our guest speaker at the November meeting will be Michael Adams, whose subject will be:

LAWRENCE HARGRAVE,

THE MAN BEHIND THE AERONAUTICAL ACHIEVEMENTS.

One hundred and twenty years ago, on November 12, 1894, Lawrence Hargrave achieved his historic kite lift at Stanwell Park Beach. This year the University of Sydney has celebrated the 75th Anniversary of the Lawrence Hargrave Chair of Aeronautical Engineering. Next year we will commemorate the death of Lawrence Hargrave, the Centenary of which falls on July 6, 2015. Meanwhile, earlier this year, there was disturbing news of the desecration of the Lawrence Hargrave Memorial which stands on the headland overlooking Stanwell Park. Michael's talk to us is therefore most timely.

We have been fortunate to secure Michael to talk to us just a few days before his involvement in the annual *Festival of Flight* activities at Stanwell Park Reserve, inaugurated by the *Lawrence Hargrave Centre* which he founded in 2007. Michael will bring to the meeting, a representation of the commissioned models and educational material he uses in connection with his promotion of Australia's first aeronautical engineer.

Michael grew up in Stanwell Park wondering why Lawrence Hargrave would come to this pretty but cramped valley to invent an aeroplane. By corresponding with Hargrave's daughter Nellie, and meeting with James Swaine Junior, he was able to gain insights and put more flesh and blood around the great scientist. Hudson Shaw was a mentor, as has been the President of AHSA (NSW) inc, Ian Debenham. Michael leaves to them the technical expertise and analysis of Hargrave. He approaches his subject as a social historian, but tries to understand the broad brushes of

Hargrave's technical achievement and contribution to aeronautics. Michael is the author of the book, *Wind Beneath His Wings, Lawrence Hargrave at Stanwell Park*, published in 2005.

Please join us, and bring a friend, to enjoy an evening with Michael Adams and learn more about Australia's fascinating history of aviation. JS

October Committee Meeting The following agendas were discussed at the Meeting held before the lecture:

- The Membership Secretary is negotiating with the Victorian branch re annual subscription payments to simplify administration;
- Five venues are being investigated for AHSA meetings in 2015:
 - i. at the Australian Aviation Museum Bankstown;
 - ii. the RAAF Assoc, Canterbury/Bankstown Branch (shared with the Naval Assoc) cost rate of \$100 suggested;
 - iii. the RAAF Assoc, Pitt Street near Town Hall (no parking);
 - iv. the Rose Bay RSL which has parking and is closely linked with the flying boat group;
 - v. Lane Cove Library which has IT screen etc, parking & tea/coffee facilities included with lowest cost (\$15.50 hr).
- Paul Ewoldt agreed to co-ordinate speakers for meetings in 2015.

Members are encouraged to put forward suggestions to committee members.

2015 Renewals

2015 renewal notices will soon be sent to members.

JOINT MEMBERS – those who receive 'Southern Skies' with NSW membership plus a component to Melbourne for their journal and newsletter – will receive renewal notices from both organisations.

For simplicity, joint members are requested to forward their renewals to the NSW branch and we will arrange with Melbourne for their journal.

OCTOBER MEETING

'Air Disaster Canberra

the plane crash that destroyed a Government'

The 32nd Arthur Butler Memorial Lecture was presented by author, Andrew Tink, who has served as shadow Attorney-General and shadow leader of the House of the NSW Parliament.

His background experience and interest in political history has contributed to this book that wove politics, aviation and Australian history in a web of intrigue and challenging questions that kept the audience wrapt in the machinations of politics in the Menzies' era.

In August 1940 Australia had been at war for almost a year when a Hudson bomber, the A16-97, carrying 10 people, crashed into a ridge near Canberra. The 10 passengers included three cabinet ministers, the key war leaders Geoffrey Street, Sir Henry Gullett and James Fairbairn. Strong supporters of Robert Menzies, their death in the inferno raised the question, 'Would John Curtin have become prime minister in 1941?' had the flight landed safely.

The Court of Inquiry into the accident found that it was most likely due to the aircraft stalling on its landing approach, resulting in loss of control at a height too low to recover. Due to the destructive violence of the fire and lack of investigative procedures - the police were not put in charge of the investigation - the question remains: 'Who was at the controls?'



The repercussions of the disaster have influenced the governance of Australia and frustrated the researchers that seek to unravel its mysteries.

Andrew led the audience through the maze of known facts. Although not a pilot himself, his son, a pilot, helped acquaint him with some realities of flying with some humour, if not fright! Andrew's flight in the Hudson at the Temora Museum is a highlight of his life. The queue to purchase the book attests the interest aroused among members. With its Epilogue, Bibliography and Index there is no hesitation in recommending purchase or borrowing 'Air Disaster Canberra' from a library to read this engrossing political record of an aviation event.

jr



Memorial by the ACT Government in 2003, representative of the wing of a Lockheed Hudson. 1960 memorial behind.



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email: guillauxcentenary@gmail.com

Aviation Hall of Fame 2014 inductees named

05 Oct 2014

Six Australians and the Australian Air Force Cadets will be inducted into the Australian Aviation Hall of Fame (AAHOF) in Wagga Wagga in November this year. Announcing the 2014 inductions, AAHOF Chairman, Steve Padgett, on behalf of the Board said, "The awards represent those who have not only achieved incredible feats personally but have also made outstanding contributions to the development of aviation and the fabric of Australian life."

Inductees include Sir Reginald Ansett, the driving force behind Ansett Airlines; **aviatrix Senja Robey, founding member and Past President of the Australian Women Pilots Association, instructor, and inspiration for generations to follow. Senja has taken Keith's membership of AHSA;** Horace Brinsmead, AFC Lieutenant Colonel, the first controller of Civil Aviation in the history of Australia and the negotiator of the establishment of the first airmail route between England and Australia; Harry Hawker, co-founder of Hawker Aircraft, designer, distinguished airman, test pilot developing spin recovery methods and adventurer: Col Pay, pioneer of aerial work, crop dusting and water bombing aircraft in Australia; and Ingo Renner, four time world and 19-times Australian National gliding champion. The highly coveted *Southern Cross Award*, presented for an outstanding contribution to aviation by an organisation, will be awarded in 2014 to the Australian Air Force Cadets, formerly Air Training Corps (RAAF).

The inductions will be made at a gala dinner on Saturday 8 November at Joyes Hall, Charles Sturt University, Wagga Wagga, NSW.

AAHOF is proudly supported by Shell Aviation, Jeppesen, GE, Wagga Wagga City Council, Hawker Pacific, Alliance Aviation Services, Wellcamp- Brisbane West Airport, QBE and Charles Sturt University.

The motto: "To Honour the Past and Inspire the Future" reflects dual aims to recognise those who have contributed to Australia's rich aviation history and inspire young people to become involved in the industry and be part of its future. Tickets to the Gala Induction Dinner are available on line at the AAHOF web site www.aahof.com.au

✈ **SUPER CONSTELLATION N4247K** which has been languishing at Manilla International Airport has just been auctioned off with a lot of other old aircraft which the airport owners wanted removed.

The **Qantas Founders Museum** was successful in obtaining this aircraft.

Now they won't have to wait for the H.A.R.S. aircraft to run out of hours and try to obtain it.

I hope that they are looking at the remaining Electras in Canada. Most of the non-flying examples are being cannibalised to keep the remainder flying as fire bombers or freighters but there will come a time when they are all out of hours and there may be one that can be shipped back here.

<http://www.abc.net.au/news/2014-09-19/qantas-museum-finally-lands-super-constellation/5754932?§ion=news>

Posted by: Lance Fishman <electrallance@iinet.net.au>

Per PC

QANTASLINK - Back to early flight country

October 15, 2014

SYDNEY: QantasLink today welcomed the Queensland Government's decision on regulated air service routes, which ensures regional and rural communities across Queensland continue to have access to air travel.

QantasLink was awarded the Brisbane – Roma – Charleville route and the Brisbane – Longreach – Barcaldine – Blackall route.

As a result, QantasLink will upgrade all Roma, Longreach, Barcaldine and Blackall services to its 74-seat Q400 aircraft, providing customers with a quieter, more comfortable and faster travel experience on every flight. All Charleville services will be upgraded to the Q300 aircraft. QantasLink operates to 57 metropolitan and regional destinations in Australia, as well as to Port Moresby, Papua New Guinea. QantasLink fleet includes the following jet and turboprop aircraft: 18 Boeing 717-200 (125-115 seats), 31 Q400 (74 seats), 16 Q300 (50 seats) and three Q200 (36 seats).

Source: Qantas

Posted by: just4airlines.com at 0052h UTC Oct 16, 2014



ONE HUNDRED YEARS AGO

November 2014

- 03:** Delfosse Badgery gives an exhibition of flying at the Melbourne Cup meeting at Flemington racecourse.
- 04:** J. C. Marduel makes several flights at Richmond with a photographer.
- 05:** The Allies declare war on Turkey.
- 09:** HMAS Sydney engages and sinks the German cruiser *Emden* off the coast of the Cocos Islands.
- 12:** Cadet Richard Williams is the first pilot to qualify at the Central Flying School, Point Cook. He is issued with RAEC Certificate No 1024 dated 12-11-14.
- 14:** J. C. Marduel takes the NSW Minister for Education for a half hour flight.
- 21:** Three British Avro 504A biplanes make a successful attack on the Zeppelin sheds at Friedrichshafen from a base at Belfort near the Franco-Swiss border.
- 30:** The first Australian Aviation Unit for active service to be deployed overseas leaves Melbourne for German New Guinea onboard the sloop *HMAS Una*. The officers in charge are Lts E. Harrison and G.P. Mertz. The aircraft are a Be.2a, (CFS-1 or 2), and a Farman Hydroplane, (CFS-7).



"The first aerial refueling on 27 June 1923.' The lower DH-4B biplane remained aloft for 37 hours over the skies of Rockwell Field in San Diego, California. Photo Credit: USAF"

WAS THIS THE 'FIRST' ?

pto

BOOKS

One of our members, Fred Niven - who is the unofficial historian of the Ansett Group of airlines empire - has sent Warwick information on a book that has just been released and will be of great interest to many of our members:

The Yellow Canary - From Butler Air Transport to Ansett Express, by Scott Casson.

It relates the history of one of Australia's largest intrastate operators, from the humble beginnings of Butler Air Transport in 1934 through the turbulent and controversial take-over by Ansett in 1957/58 until the rationalisation and closure of the airline by Ansett management in 1993.

Butler
AIR TRANSPORT LTD



Ansett Express.

The book includes many photographs and information not previously published, as well as chapters on Aircrafts Pty Ltd, Queensland Airlines and Ansett Flying Boat Services.

The book is available through the web-site www.butlerairnsw.net for \$39.95 plus \$15 P&P.



CALENDAR OF EVENTS

November 2014

→ → **Australian Aviation Museum Bankstown** → →
OPEN Wednesdays & Saturdays 10.00 am - 4.00 pm

01 Trainers to Fighters: Temora NSW
Aircraft- Spitfire, Boomerang, Tiger Moth, Ryan

15 Bomber / Attack: Temora NSW
Aircraft- Hudson, T-28 Trojan, Sabre

December

03 *AHSA Christmas Meeting - AAMuseum Bankstown*

06 Pearl Harbour: Temora NSW
Aircraft- P-40 Kittyhawk, Ryan, Wirraway, Spitfire

See more at:

http://www.aviationmuseum.com.au/vistor_information/flying_dates/#sthash.rhL5fql.dpuf

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.

The next meeting will be 28 November 2014.

Melbourne Meetings are held on the fourth Wednesday of the month at the 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.

→ Thank you Peter Coates, Warwick Bigsworth and John Scott for submissions to this newsletter. Contributions should be sent to the Newsletter Editor: Email judyrainsford@hotmail.com

in 18 A H S A (NSW)

IS A STUNT A FIRST?

Things have come a long way over the years. No story illustrates that more clearly than the tale of Wesley May, Frank Hawks and Earl Daugherty who together achieved the world's first aerial refueling by manually transferring gasoline from one plane to another in 1921.



The first aerial refueling! Wesley May can be seen climbing from the Lincoln Standard (lower left) to the Curtiss Jenny (upper right) — the rectangular fuel can can be seen strapped to his back as he dangles from the bottom of the Jenny's lower left wing.

Photo Credit: Peter M. Bowers Collection, Seattle Museum of Flight.

While undoubtedly most would think that the *first* refueling was accomplished by the US Army Air Corps via its experiments with the "Question Mark", that would be wrong. That aircraft was a highly modified Atlantic-Fokker C-2A that was refueled by a Douglas C-1 and it managed a record-setting 150 hours in the air over the first week of January 1929 — yet that was eight years after the 1921 daring deed of the three men. So just how was it done? Well, first you strap a 5 gallon gas can onto your back....



Stuntman trying out a double simultaneous transfer of two wing walkers climbing between three planes — no fuel involved. c. 1922.

The Planned Aerial Refueling Attempt

Wesley "Wes" May, Frank Hawks and Earl

Daugherty had a simple plan. First, Wes would strap the gas can onto his back. Then he would join Frank in the passenger seat of his Lincoln Standard biplane and the two would take off. Earl Daugherty would likewise take off in his Curtiss Jenny. Once airborne and at an altitude of around 1,000 feet, Earl would carefully approach the Lincoln Standard while Wes climbed atop the wing and worked his way out to the right wingtip. Then, as they had done at barnstorming events previously, Earl would come close enough and above the Lincoln Standard for Wes to grab hold of the bottom left wing's under wing strut on the Curtiss Jenny. With luck, the three men considered, Wes would then pull himself up onto the lower wing, grab the struts and wires and, as Earl and Frank gently banked away from each other, he would work his way to the front passenger cockpit of the Curtiss Jenny. In this way, the fuel could be

transferred from one plane to another. As Wes was a skilled stuntman and wing-walker, he considered the transfer well within his skills and abilities.

The idea was that once in the Jenny's cockpit, Wes would have access to the fuel tank located behind the engine. Thus, Wes would carefully undo the fuel tank's cap, then set up the gas can spout to enable him to pour the contents in. Then, being careful to avoid the gas blowing off, he would pour the 5 gallons into the Jenny's gas tank before sitting down in the cockpit and strapping in. After that, all that was needed was just a routine landing. To ensure that the stunt was captured for all posterity, the three also planned to have a chase plane fly behind and take a photograph of the



stunt as Wes climbed from one plane to another.

The daring wing walker, Wesley May, does a handstand on the leading edge of the top wing of a Curtiss Jenny, c. 1921.

The Achievement and What Followed

As it happened, the plan was almost perfectly executed. In fact, the only problem encountered was that it took a lot longer than was expected to get the gas poured into the Curtiss Jenny's gas tank! The transfer from one plane to another wasn't that difficult, though Wes had a bit of a harder time of it than the usual simply because he was carrying another 30 pounds of dead weight on his back in the form of fuel. That required a bit more strength than it usually took to pull himself up onto the Jenny's lower wing, but in the end, he managed it. If you've ever done chin-ups or pulled yourself up on a set of monkey bars, you know how this works— then consider how much more challenging it would be to put 30 pounds of weight on your back!

With the success of the operation, two things became apparent. First, aerial fuel transfers were clearly demonstrated to be possible. Second, it was equally apparent that the method taken by Wes, Frank and Earl was more than a little impractical. It relied on wing walking skills that were somewhat rare and considered to be the stuff of daredevil barnstormers, rather than professional aviators in military or commercial employment. The amount of fuel transferred was minimal. As well, the transfer could be accomplished at the slow speeds that both the Curtiss Jenny and Lincoln Standard could together muster. **Therefore, at best the first aerial refueling was little more than a stunt — but then again, who could blame the three men for trying it THEY WERE BARNSTORMERS AFTER ALL!**

The US Army Air Service crew of the "Question Mark." Left to right: Maj. Carl Spaatz, Capt. Ira Eaker, Lt. H.A. Halverson, Lt. E.R. Quesado and Sgt. R.W. Hope — nearly all famous names for their achievements in later decades in the US Army.

Photo Credit: USAF Museum



✈️ <http://fly.historicwings.com/2012/11/first-aerial-refueling/>

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Great Pacific Airways Ltd – Part 1.

On December 31, 1934, his Excellency the Governor-General of Australia, Sir Isaac Isaacs, announced he had received advice that his Majesty the King had conferred honours on a number of Australian citizens. Included in the honours were two new knighthoods conferred on residents of New South Wales. These were Harry Campbell Budge, official secretary to his Excellency the State Governor, and Colin Campbell Stephen, chairman of the Australian Jockey Club. There was a third New South Wales resident on the 1935 New Year list recommended for the honour of Knight Bachelor by the Prime Minister Joseph Lyons. However, that third name, Charles Thomas Phillipe Ulm, was removed before submission to his Majesty, because of a tragedy that happened somewhere off the coast of the Hawaiian Islands on December 4, 1934.

Despite the setbacks of the early 1930s, the last twelve months of Charles Ulm's life were remarkably productive. On December 3, 1933, exactly twelve months before his fateful takeoff from Oakland Airport, California, Charles Ulm departed Richmond, NSW, in *Faith in Australia*, (VH-UXX), bound for New Plymouth in New Zealand. He was in command of the flight, with Scotty Allan and Bob Boulton as his crew. This flight made history because it was the first to carry female passengers by air between Australia and New Zealand. Ulm had invited his second wife Josephine and his secretary, Ellen Rogers, to join the flight – an invitation they both courageously accepted. As Ellen Rogers explained: "The fact of carrying women on the flight as well as men would help to make the Tasman crossing an everyday affair and would stimulate interest in the possibility of regular trans-Tasman airmail and passenger services." Ulm planned a lengthy stay in New Zealand for *Faith in Australia* to earn much needed revenue through barnstorming and charter work. He also furthered his interest in the carriage of airmail through negotiations with the New Zealand Postmaster General. Mail was carried by *Faith in Australia* on the first non-stop flight between New Plymouth and Invercargill. He next achieved an agreement to carry the first official airmail from New Zealand to Australia when *Faith in Australia* made its return flight.

The year 1933 had seen Charles Ulm involved in discussion and planning associated with the Commonwealth of Australia's letting of contracts for airmail services on sectors connecting Singapore-Darwin, Darwin-Brisbane-Cootamundra and Katherine-Perth. The tender forms were issued on September 22, 1933, and were to close on January 31, 1934. Ulm registered a company, *Commonwealth Airways Ltd*, in partnership with Norman Brearley of *West Australian Airways Ltd* for the purpose of tendering for all sectors of the contract. This required him to return from New Zealand to Sydney where he arrived onboard *S.S. Makura* on January 13. It was a turning point in Australian aviation history when Ulm and Brearley were unsuccessful, and *Qantas Empire Airways Ltd* was awarded the Singapore-Darwin-Brisbane sectors of the contract. Ulm returned to New Zealand on February 13, onboard the *S.S. Marama*, to prepare for the first official airmail flight from New Zealand to Australia. Two days later *Faith in Australia* was flown from Auckland to the RNZAF base at Hobsonville, and the next day to Muriwai Beach. It was then loaded with sufficient fuel for a flight duration of 22 hours. With Ulm, Allan and Boulton onboard, together with 300 Kg of mail, *Faith in Australia* took off at 5.57 am and arrived at Mascot 14 hours and 5 minutes later.

During March and April, Charles Ulm fulfilled a commitment he made to take *Faith in Australia* on an Anzac Memorial Appeal Tour of NSW. In *Loops and Landings, Shute's Paddock - Part 8*, October 2003, I wrote: "On the eve of Anzac Day, 1934, Charles Ulm brought the *Faith in Australia* in to land on *Shute's Paddock*. Despite the personal financial stress he was under at the time he had made the *Faith* available to the R.S.&S.I.L.A. to support an appeal to the citizens of NSW country towns for additional funds to complete the ANZAC Memorial, then under construction in Hyde Park. He had chosen Bathurst to stay overnight and to attend the dawn service the following morning. Charles Ulm was present at Gallipoli as a sixteen year old, and had been wounded there. What were his thoughts as he stood in the pre-dawn cold of a Bathurst autumn morning in King's Parade? He had

probably spent the night at the Royal Hotel at the southern end of the Parade, from where he had conducted the business of the Aviation Service Co. fourteen years previously. And what lay in the future for him?"

During this period of fund raising for the Hyde Park War Memorial, Charles Ulm still found time to undertake another outstanding international flight. Having already flown the first official airmail from New Zealand to Australia, Ulm arranged with the Australian Director General of Posts and Telegraphs, to fly the first official airmail from Australia to New Zealand. The *Faith in Australia* took off from Richmond at 5.07 pm on April 11, carrying 37,170 airmail articles, and arrived at New Plymouth at 11.53 am the next day. During the brief turn around time in New Zealand, Ulm had a meeting with an old acquaintance, Sir Hubert Wilkins. The *Faith in Australia* took off on its return flight from Ninety Mile Beach, at 4.08 am New Zealand time on April 14, and arrived at Mascot at 2.06 pm in just under twelve hours flying time. She carried 22,189 airmail articles, including 11,471 that had been carried both ways. This remarkable return flight between Australia and New Zealand had been achieved in less than three days. Charles Ulm was met at Mascot and congratulated by Sir Charles Kingsford Smith.

On April 19, Prime Minister Joseph Lyons announced that Qantas had been awarded the Singapore-Brisbane airmail contract. Scotty Allan wrote: "It was an enormous disappointment to Charles Ulm, there's no doubt about that. He was devastated." It is a testament to Ulm's resilience that he went on, with the assistance of Lord Wakefield of Hythe, to offer to carry out a "Goodwill Flight" to New Zealand carrying messages on behalf of the Commonwealth Government. This offer was accepted by the Prime Minister. *Faith in Australia* took off from Richmond on May 11, with Ulm, Allan and Boulton onboard, flying to Wellington via New Plymouth. Messages were carried from the Australian Governor-General, the Governors of each state, the Lord Mayors of each capital city, the President of the RSL and other prominent Australians. They were delivered personally by Ulm to the New Zealand Prime Minister, George Forbes, on the steps of Parliament House in Wellington. At this point *Faith in Australia* tapped Ulm on the shoulder demanding the replacement of an engine bearing before returning to Australia. This required a new bearing to be imported from the USA with the consequent delay. Ulm had urgent business demanding his return to Australia. In company with Scotty Allan, he sailed for Sydney, leaving Bob Boulton in charge of the *Faith*.

Back in Australia, Ulm was in discussion with the Director-General of Posts and Telegraphs about planning the first official airmail to Papua and New Guinea. Having lost the opportunity to become involved in the provision of air services between England and Australia, Ulm's time was now increasingly consumed with planning for an Australian air service to North America. Pan American Airways and Imperial Airways also had their eyes on the Pacific. As soon as Bob Boulton had resolved the *Faith's* engine problem, Ulm and Allan boarded the *RMS Aorangi* in Sydney and sailed for Auckland on June 21. Meanwhile, on June 26, the prototype Airspeed Envoy, a small twin engined monoplane, made its first flight in England. The *Faith* returned to Australia on July 2, carrying official airmail. The first official airmail from Australia to Papua and New Guinea, and from New Guinea and Papua to Australia, was carried by *Faith in Australia*, departing Melbourne on July 24, and returning to Melbourne on August 1.

For the New Zealand flights, and particularly for the Papua and New Guinea flight, Charles Ulm depended heavily on the piloting and air navigational skills of Scotty Allan for their success. With Scotty Allan living in Charles Ulm's home, the month of August was now devoted to detailed planning of Ulm's next great adventure, which involved an east to west Pacific crossing in an Airspeed Envoy. The more Scotty Allan studied seasonal weather conditions, the timing of Ulm's plans and the capability of the small twin engined aircraft proposed, the less he was prepared to accept the high risks involved. With great regret, and despite their long and close association, Allan told Ulm: "You'd better get yourself another pilot." At short notice Ulm contacted George Littlejohn, the Chief Instructor of the Aero Club of NSW, and secured his services as co-pilot for his venture. An ad. placed by Ulm for the services of a navigator-radio operator resulted in the appointment of Leon Skilling. He was an experienced marine navigator who, before joining Ulm, was employed as a supernumerary second officer onboard the *RMS Orsova*. Charles Ulm had much work to do with his new team...**John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

13/40A ROSLYN GARDENS RUSHCUTTERS BAY NSW 2011

Southern Skies

THE NEWSLETTER OF AHS A (NSW) Inc

DECEMBER 2014 ~ No 490

THE AHS A DECEMBER MEETING



will be held at the Australian Aviation Museum Bankstown on Wednesday 3rd December commencing at 7.30 pm.

Please note the venue.

The museum is located at the end of Starkie Drive, Bankstown Airport, and there is ample free parking. Visitors are most welcome. It has become a tradition for AHS A (NSW) Inc members to meet at AAMB in December to share the Christmas spirit.

During the year we have celebrated the society's Golden Anniversary and, therefore, our final meeting for 2014 has been planned as a special event. It will be conducted in three parts.

Part 1 - The handing over of the Frank Walters Collection to AHS A (NSW) Inc by the custodian of the Early Birds Association of Australia, Don Hamilton.

Part 2 - A commemoration of the life of Charles Ulm on the occasion of the 80th Anniversary of his departure from Oakland Airport on December 3, 1934.

Part 3 - A reflection on the most successful event in the 50 year life of AHS A (NSW) Inc, and an opportunity for members to thank the society's Airmail Centenary Commemoration Group, the AAMB, M. Berti, the French Consul General, the French business community, and Dick Smith.

IT IS MOST FITTING THAT, IN ITS 50TH YEAR, our society should accept the offer of Don Hamilton, on behalf of the Early Birds Association of Australia, to take over the responsibility of the photographic collection of our founder, Frank Walters. Our President, Ian Debenham, will formally thank Don Hamilton, and the photographs will then be placed on display. Our photographic archivist, David Eyre, himself a founding member, will be on hand to identify and interpret items from the collection. David already has some ideas about making the Graham Reddall and the Frank Walters Collections available for viewing on the web and on CD.

LOOPS AND LANDINGS for November and December has told the story of the last twelve months in the life of Charles Ulm. John Scott will ask the members assembled to use the occasion of the 80th anniversary of his death to reflect on the achievements of this great Australian airman. He will also suggest that the society recommends his induction into the Australian Aviation Hall of Fame, there to join his old partner Sir Charles Kingsford Smith.

TOM LOCKLEY, who chaired the Airmail Centenary Commemoration Group, will launch the latest AHS A (NSW) Inc publication, "100 Years of Australian Air Mails", and will have copies for sale. There will also be on sale a full range of aerophilatelic items, including postcards, relating to the

centenary of Australia's first official air mail. A slow auction for an airmail centenary labelled wine will be held.

MEMBERS may plan to arrive early with sufficient daylight to enjoy the outside exhibits. AAMB will be conducting a book sale during the evening, and supper will be available to members and guests at the conclusion of the formal business. As usual would members please donate a gold coin to the AAMB on arrival to help defray the museum's costs in providing this exceptional meeting venue.

2015 Renewals

2015 renewal notices are enclosed for members.

JOINT MEMBERS - those who receive 'Southern Skies' with NSW membership plus a component to Melbourne for their journal and newsletter - may receive renewal notices from both organisations.

For simplicity, joint members are requested to forward their renewals to the NSW branch secretary who will arrange with Melbourne for receipt of their journals.

QANTAS "RETRO JET" BREAKS COVER

November 10, 2014 by Gerard Frawley



After its outing by local Seattle photographers, Qantas has released this image of 737 retrojet VH-XZP. (Qantas)

737-800 VH-XZP has been formally unveiled in Seattle ahead of its arrival into Sydney. The aircraft was spotted flight testing wearing the airline's iconic ochre colour scheme first introduced in 1967. Knowing that it couldn't keep the aircraft's retro design secret, Qantas released an image of the aircraft.

"Our kangaroo logo represents our proud history, inextricably linked with the development of commercial aviation in Australia. It has also become a symbol of 'home' to Australians travelling both here and abroad," Qantas group executive for brand, marketing and corporate affairs, Olivia Wirth said when announcing the retrojet plans last month.

"A retro livery is the perfect tribute to our iconic flying kangaroo logo and its 70th anniversary."

More photos show that the aircraft has been named James Strong. Strong, who died in March last year, was CEO of TAA/Australian Airlines between 1986 and 1989, and then CEO of Qantas from 1993 until 2001.

VH-XZP, msn 44577, will be Qantas's 75th 737-800, and is the last 737 the airline currently has on order.

The aircraft made its first flight on November 3 2014.

GOING, GOING, GONE - OR STILL AROUND

RAAF ORION DRAWDOWN BEGINS

October 27, 2014 by australianaviation.com.au



A Royal Australian Air Force Orion has been scrapped and two more are scheduled for disposal by the end of 2014, Defence has confirmed.

The first aircraft, A9-663, which was the only aircraft in the RAAF's 19-strong Orion fleet not upgraded under the AP-3C program, was scrapped on October 20. All 19 Orions are due to be progressively drawn-down through to June 2019.

"The first stage of the disposal activity is the reduction of the fleet from 19 to 16 aircraft," a spokesperson for Defence told *Australian Aviation*. "The retired aircraft provided best value to Defence by being stripped of all useable items as spares... once all of the useable items have been removed, the retired airframes are being reduced to scrap metal by [a South Australian] company.* These three aircraft were assessed to have very limited heritage value; future disposal stages will provide for preservation of aircraft with high heritage value."

The Orion's maritime intelligence, surveillance and reconnaissance (ISR) capability is scheduled to be replaced by a mix of manned P-8A Poseidons and unmanned Northrop Grumman MQ-4C Tritons under the AIR 7000 program.

* More sensible than burying the F111's under dirt & concrete!

Refer Comments: <http://australianaviation.com.au/2014/10/raaf-orion-drawdown-begins/>

B-24 LIBERATOR SITE SECURED

October 21, 2014 by australianaviation.com.au

The Victorian government has announced that it has secured the future of the B-24 Liberator Memorial on the corner of Princes Highway and Farm Road in Werribee in Melbourne's west.

The signing of a land transfer agreement between the state government, Melbourne Water and the B-24 Liberator Memorial Restoration Fund had paved the way for the preservation and enhancement of the site's aviation heritage, Victoria's Minister for Aviation Industry and Assistant Treasurer Gordon Rich-Phillips said.

"The Coalition government has been working closely with the fund to help the group realise its dream of a permanent



home and on-site museum precinct," Rich-Phillips said in a statement on Tuesday.

"I am pleased to be a part of the preservation A RAAF B-24 in action during WW2. (RAAF)

of this historic hangar and welcome the continued restoration of the B-24 Liberator as an important and proud piece of Victoria's aviation heritage."

The B-24 Liberator Memorial Restoration Fund has been carrying out restoration work on the World War II-era aircraft in the hangar since 1993.

It was the only remaining Liberator in the southern hemisphere and one of only eight still left worldwide.

ReferComments: <http://australianaviation.com.au/2014/10/b-24-liberator-site-secured/>

FORMAL REQUEST MADE FOR EXTRA RAAF C-17S

November 13, 2014 by [Andrew McLaughlin](http://australianaviation.com.au)



A Royal Australian Air Force C-17 Globemaster aircraft unloads its cargo of ammunition at Erbil International Airport, Iraq. (Defence)

A November 12 US Defense Security Cooperation Agency notification has revealed Australia has formally requested "up to four" more Boeing C-17A Globemaster II airlifters from the US government.

The notification states that up to four C-17s and associated equipment, parts and logistical support have been requested for an estimated US\$1.609bn (A\$1.85bn).

The extra equipment includes 19 P&W F117-PW-100 engines, four AN/AAQ-24V Large Aircraft Infrared Countermeasures (LAIRCM) sets, and various other electronic warfare, communications and navigation systems. It also includes unspecified spare and repair parts, supply and test equipment, training and training equipment, technical documentation, logistics, and technical support services.

The formal notification comes after Defence Minister Senator David Johnston speculated in August that government was looking at acquiring additional C-17s and possibly KC-30A (A330) MRTT tankers. He later *confirmed government's intention to acquire between two and four more C-17s* in an October 3 media statement.

If all four aircraft are acquired, it will take the RAAF's fleet of C-17s to 10, the second largest fleet of the type after that of the USAF. The RAAF's C-17s are operated by 36SQN based at Amberley. There is no word yet on whether one or two additional KC-30s will be acquired as well.

With production of the C-17 due to end in 2015, Boeing has built about 10 "white tailed" aircraft on speculation that these can be sold to new or existing customers of the aircraft. There is believed to be interest for additional aircraft from India, Canada and the UK, and possibly new customers in the Middle East.

Refer Comments: http://australianaviation.com.au/2014/11/defence-c-17-story/?mc_cid=3c14091500&mc_eid=d3c59bf77c

PRATT & WHITNEY JT9D 5TH POD SPARE ENGINE CARRIAGE ON A B747 AIRCRAFT

THE inconvenience caused by en-route engine failure is huge: passengers delayed, aircraft unable to make ongoing schedules, maintenance routine disruption, and flight and cabin crews scheduling disrupted. An engine change is required ASAP to return the aircraft to service.

A spare engine is selected by the Main Base Engineering and Maintenance Department for uplift as a 5th Pod, and transported to the airport of the unserviceable aircraft where the engine change will be carried out.

The 5th Pod is prepared by maintenance engineers for uplift to the relief aircraft. This is accomplished by removing and boxing all of the fan blades, which are re-fitted to the engine during the engine change, fitting an air deflector over the core engine, and fitting the tailcone and the pylon to the engine. The complete engine is then winched to the special mounting points situated in the wing between the LH inboard engine and the fuselage of the relief aircraft. When the 5th Pod engine is locked into position, and all cowls fitted, the engine stands, engine parts and tooling are loaded into the cargo hold and the aircraft can now be despatched to the destination required.

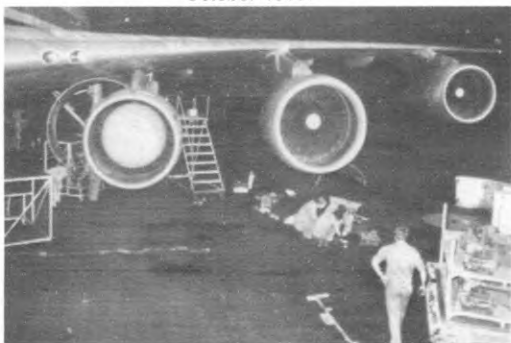
The aircraft will sometimes depart at this stage with only the crew of engineers to carry out the engine change on board. However at other times the aircraft used may be on a normal service complete with passengers. After arrival at the destination airport the priority is to remove the 5th Pod as quickly as possible to return the relief aircraft back into normal service.

The engine change is accomplished by using the Bootstrap equipment. 'Bootstrap' is the self-contained engine removal equipment, and includes the chains and winches that are attached to the aircraft pylon and used to lower or raise the approx. 7 tonne engine into position. Therefore a crane is not required.

The 5th Pod parts are transferred to the unserviceable engine which is then winched up to the wing of the aircraft using the same techniques as carried out previously on the relief aircraft.

With the engine change completed and leak checks and engine ground run carried out, the aircraft is now certified as serviceable. The aircraft is despatched for onward service to main base, where the 5th Pod will be removed and sent for rectification. NM

P and W JT9D engine change and 5th Pod carriage at Noumea, October 1977.



THE GLOBAL HAWK



The Global Hawk UAV that recently returned from the war zone under its own power - (Iraq to Edwards's AFB in CA) - Not transported via C5 or C17.

Note the mission paintings on the fuselage - It's actually over 250 missions. (And I would suppose 25 air medals.)

That's a long way for a remotely piloted aircraft. Think of the technology as well as the required quality of the data link to fly it remotely from a source thousands of miles away.

Not only that, but the pilot controls it from a nice warm control panel at Edwards AFB, CA.

It can stay up for almost 2 days at altitudes above 60k feet.

The Global Hawk is controlled via satellite. It flew missions that went from Edwards AFB, CA. and back nonstop.

Basically, they come into the fight at a high mach # using military thrust power, fire their AMRAAMS, and no one ever sees them or paints with radar.

There is practically no radio chatter because all the guys in the flight are tied together electronically and can see who is targeting who, and they have AWACS (Airborne Early Warning and Control Systems) direct input, as well as 360° situational awareness from that and other sensors.

The enemy had a definite morale problem before it was all over.

It is to air superiority what the jet engine was to aviation.

It can taxi out, take off, fly a mission, return, land and taxi back on its own.

There are no blackouts, pilot fatigue, relief tubes, ejection seats, and best of all, no dead pilots, and no POWs. RP



PURCHASE YOUR POSTCARD & FIRST DAY COVERS. NUMBERS STILL AVAILABLE TO COMPLETE YOUR COLLECTION

email: guillauxcentenary@gmail.com

GONE, BUT NOT FORGOTTEN

→ → Enjoy this Trans Australia Airlines Promo from 1954:

How things have changed!!

http://youtube.googleapis.com/v/g2_g4hh8sKM&feature=g-vrec?autoplay=1



AIRMAIL ANNIVERSARY FLIGHTS

One of our aviation guides at the Powerhouse Discovery Centre contributed this networking to ensure accurate records.

Greg Banfield, ex Qantas colleague, brilliant pilot, an excellent photographer, and a most knowledgeable aerophile, has corrected the information concerning the rego of the B707-138B involved in the 50th anniversary airmail flight:

'Captain Roland (Roly) Augustus Probert (deceased) was the pilot in command. Peter Butters another Qantas colleague (still very much alive!) was the only passenger.

'Although you cannot see it from the picture, I had clearly annotated the black and white shot as being of the two Airtourers and VH-EBC.



The photos relating to the record-breaking flight by Roly Probert

'The colour shot shows them on arrival at the display and you can see that the 707 is marked as City of Canberra. I think where the confusion arose is that the other 707 (which you can see in the background in the colour picture) parked on display behind the Airtourers and the Bleriot (hidden from view), was VH-EBE.'



Roly subsequently flew the first QF B747 into Sydney and his son, Peter, flew the first A380 into Sydney.
GB per PM

*CHRISTMAS GREETINGS
& a Happy & Healthy New Year
to All Members & their Families
MMXIV*

ONE HUNDRED YEARS AGO

December 2014

- 02:** The Australian Defence Department completes arrangements to purchase Delfosse Badgery's Caudron GIII.
- 04:** The Brisbane Courier newspaper announces that its Aeroplane Fund has reached double figures, (£12/8/6). The fund is to raise money to assist with the acquisition of aircraft and equipment for the Volunteer Flying Corps.
- 11:** An instruction is issued that all RFC aircraft are to carry roundels in red, white and blue on the wings and fuselage for national identification.
- 16:** J.C. Marduel flies from Richmond to Centennial Park with a Mr Jennings as passenger and then conducts joyrides from the park.
- 16:** Successful radio tests are conducted by the U.S. Signal Corps between a Burgess-Wight biplane and a ground station.
- 23:** Troops from Australia and New Zealand arrive in Cairo.
- 23:** Mr William Cane, a Liverpool England Merchant, presents an aeroplane to the Commonwealth of Australia.
- 24:** The first bomb dropped on English soil from an aeroplane is released over Dover from a German Friedrichshafen FF29 seaplane.

CALENDAR OF EVENTS

→ → **Australian Aviation Museum Bankstown** → →
OPEN Wednesdays & Saturdays 10.00 am - 4.00 pm

December



03 *AHSA Christmas Meeting at the Australian Aviation Museum Bankstown*

06 Pearl Harbour: Temora Aviation Museum NSW Aircraft - P-40 Kittyhawk, Ryan, Wirraway, Spitfire

See more at:
http://www.aviationmuseum.com.au/vistor_information/flying_dates/#sthash.rhL5fqL.dpuf

→ → **'Air Disaster Canberra - the plane crash that destroyed a Government'** (The 32nd Arthur Butler Memorial Lecture) has encouraged a response for discussion. This will be included in a future 'SS'. Ed

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.
The next meeting will be 26 December 2014.

Melbourne Meetings are held on the fourth Wednesday of the month at the 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.

→ → Thank you Peter Coates, John Scott and Warwick Bigsworth for submissions to this newsletter; also contributions from Norm Myers, Peter Martin & Richard Pike. Contributions should be sent to the Newsletter Editor: Email judyrainsford@hotmail.com **in 19 AHSA (NSW)**

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

Great Pacific Airways Ltd – Final.

In the epilogue to his book, *VH-UXX, The Story of an Aeroplane*, Published in 1937, P.G. Taylor wrote: "Charles Ulm, the loser in the contest for the Singapore service, set out eastwards to New Zealand, and north to New Guinea, to stimulate interest in these services as he had done with the Singapore service...seeing the necessity for building up the wave, he planned his flight down the Pacific in an endeavour to carry on this now running wave of public interest in the early commencement of air services over these routes." In an autobiographical note, Charles Ulm himself wrote: "To preach the Gospel of the national importance of a properly instituted and solidly organised aviation industry was to find oneself as a voice crying in the wilderness...yet, continuously, the thought persisted that public education on the vital policy in relation to aviation should not be delayed... it was a reproach to Australia that it should depend on other nations for the carriage of its airmail, and that the whole trend of foreign affairs pointed to the urgent need for changing the nation's viewpoint on aviation." In August, 1934, with Australia's airlines committed to the new airmail contracts, and its pioneering aviators distracted by the challenge of the Centenary Air Race, Charles Ulm alone took on the Herculean task of planning the introduction of an Australian commercial air service across the Pacific Ocean.

A federal election had been called for September 15, and the Prime Minister, Joseph Lyons, decided to facilitate his electioneering tour by using air transport. It is significant that he had no hesitation in chartering *C.T.P. Ulm Aircraft Operator*, and *Faith in Australia*, to provide this service. Although Scotty Allan had declined involvement in Ulm's Pacific venture, he continued on as pilot of the *Faith*. Scotty wrote: "My next job was flying the Hon. J. A. Lyons and his entourage from Sydney to Brisbane, Toowoomba, Sydney, Canberra, Melbourne and Launceston... We took off from Sydney on 16th August in VH-UXX the *Faith in Australia*... I remember Mr Lyons working in the aeroplane, the inside of which was rigged out so that he had a table to work on... Among his group was his speech writer... They sat around the table working out slogans based on *Faith in Australia*." These flights continued into September. The result of the election was a win for the UAP/Country coalition, and Joseph Lyons continued as Prime Minister. At about this time Hudson Fysh wrote to Scotty Allan offering him a job with the new airline, *Qantas Empire Airways*. Scotty accepted and joined Qantas on October 15.

Scotty Allan was released temporarily from Qantas to perform one last, very important task for Charles Ulm. The Duke of Gloucester visited Australia in 1934, the main purpose being to help celebrate the centenary of settlement in the state of Victoria. He arrived at Fremantle on October 4. His tour concluded on December 10, in Brisbane. It was the 15th anniversary of the arrival of Ross and Keith Smith at Darwin, and his final duty, appropriately, was the inauguration of the Australia-England airmail service at Archerfield aerodrome. The year 1934 was a benchmark in world aviation, with Australia and Australians prominent in much of the activity. It seemed appropriate, therefore, to include air transport for at least part of the Duke's tour. His departure from Sydney for Lismore, on November 28, was chosen for the first flight of a member of the Royal Family in Australia. Then on the following day he flew a second leg from Coffs Harbour to Newcastle. The most modern airliner on the Australian register at the time, the DH86, had been grounded. The aircraft selected for the honour was Charles Ulm's *Faith in Australia*. The departure from Mascot of the *Faith*, piloted by Scotty Allan, was described as follows.

"The aeroplane had the coat of arms of the Duke of Gloucester painted on its side and when HRH went on board his standard was flown from the cockpit. The machine was taxied down the aerodrome towards the southern end and turned into the wind. A Royal salute of 21 guns was fired by a company of the Royal Australian Artillery. The *Faith in Australia* then took off and was joined by a formation of three Wapitis as escort. Thousands of people watched the departure from the roofs of city business houses. The huge monoplane soared over Sydney with her silver grey wing gleaming in the

bright sunlight, and the three Wapitis in perfect formation close behind.”

The eventual fate of *Faith in Australia* is described by Monty Tyrrell in the AHSA Journal of July 1963. It is now hard to comprehend how the Lyons Government refused an offer of £6000 to acquire the Faith from the deceased estate of Charles Ulm in 1935, and preserve it as a national treasure. As late as 1944 a public appeal was launched to rescue the deteriorating wreck as it stood in the open on Garbutt Field, Townsville. Unfortunately the appeal failed and without ceremony, on September 2, 1944, the *Faith* was incinerated and buried. As Monty Tyrrell put it, “another victim of the wastes of war.”

During August, 1934, Charles Ulm was completely occupied with the detailed planning for a regular air service between Australia and the USA. His plan envisaged the introduction, within two years, of a weekly service between Sydney and Honolulu, with intermediate stops at Auckland, Suva, and Fanning Island. The air service would terminate at Honolulu, connecting with a steamer for onward travel to San Francisco. This would cut the existing travel time between Sydney and San Francisco from 21 to 7½ days. It was anticipated that the aircraft selected for the service would be a development of the Douglas DC-2 type, although a British or Australian manufacturer could be involved. For the route proving flight, a twin engined Airspeed Envoy had been ordered, although the type had not yet received its Certificate of Airworthiness. Ulm was supported in his planning by Ernest Fisk, who was then the chairman and managing director of *Amalgamated Wireless (Australasia) Ltd.* During the 1920s Ernest Fisk was a member of the NSW section of the *Australian Aero Club* and, after its formation in 1934, also served as vice-president of the *Australian Air League*. It was left to Fisk to handle the details of setting up the financial structure of the new company, *Great Pacific Airways Ltd*, which was registered in Sydney on September 25, with a capital of £500,000. The chairman of Great Pacific Airways Ltd was listed as Ernest Fisk, with Charles Ulm holding the position of managing director and chief pilot. Charles Ulm's equity in the company was secured by mortgaging his house at Dover Heights, together with his car, yacht, *Faith in Australia* and his life insurance policy. Charles Ulm had gambled everything on his last grand venture.

Leaving Ernest Fisk in Australia to tidy up the loose ends of establishing the new company, Ulm boarded the *S. S. Makura* in Sydney on August 30, bound for the USA and Canada. In order to position the Airspeed Envoy at Honolulu at the start of his route proving flight, Ulm decided to fly the aircraft from Montreal, via Vancouver and San Francisco. Arrangements had to be made with the authorities, fuel companies and service providers along the route. Ulm was also determined to study the operations of airlines during his time in North America. By the time Ulm arrived in the UK in mid October, his co-pilot George Littlejohn was there to meet him. Together they set out for the Airspeed factory at Portsmouth to supervise the final stages of construction of their new Envoy, (VH-UXY) which they named *Stella Australis*. The designer of the Envoy, Alfred Tiltman, found Charles Ulm to be most knowledgeable and extraordinarily thorough. However, he had misgivings about Ulm's decision to move the navigator from the cramped cockpit area to a position isolated aft of the large fuel tank which occupied the whole of the central cabin. The navigator, Leon Skilling, was not able to appraise the situation until he joined the crew of *Stella Australis* in Vancouver.

Soon after his arrival in the UK, Ulm learned that his old partner, Charles Kingsford Smith, had abandoned the Centenary Air Race and had decided instead to fly the Pacific, from west to east, in his Altair (VH-USB) *Lady Southern Cross* with P.G. Taylor as his navigator. Together, Smithy and Ulm had conquered the Pacific by air in 1928. Now, six years later, it was just possible that their respective plans could see them pass on reciprocal courses somewhere over the great Pacific Ocean. As it turned out Smithy reached Oakland on November 4, one month before Ulm took off from the same airfield on December 3.

Ulm, Littlejohn and *Stella Australis* crossed the Atlantic onboard the *RMS Ascania*, sailing from Southampton to Montreal. From there they flew to Oakland via Vancouver, where Leon Skilling joined them. Much has been written about the last hours of the crew of *Stella Australis*, down to the last message transmitted at 9.24 am local time on December 4: “Coming down, just hitting the water.” Despite a massive air and sea search off the Hawaiian Islands no trace was ever found....**John Scott.**

From the centenary re-enactment group.....



If you intend to buy Guillaux centenary postcards, could you please buy them now: if you have friends who are collectors, please encourage them to do likewise.

If we can sell 300 postcards before the end of February we are on target to have a very successful re-enactment.

If you know of a place where we can put publicity material (eg pamphlets shown at last meeting) please email guillauxcentenary@gmail.com and we will get them to you. Pamphlets telling of Guillaux' activities in various towns and cities are also available and you can see them at the next meeting of AHSA.

Thanks, Tom Lockley
