



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

HON SECRETARY, PAUL EWOLDT : E paul.ewoldt@hotmail.com
13/40A ROSLYN GARDENS RUSHCUTTERS BAY NSW 2011

Southern Skies

THE NEWSLETTER OF AHS A (NSW) Inc

FEBRUARY 2015 ~ No 491

2015 - 1 February / May

THE AHS A (NSW) FEBRUARY MEETING will be held at the Australian Aviation Museum Bankstown on Wednesday 4th February commencing at 7.30 pm. Please note the venue.

The meeting will feature images from the 2014 Torii Aviation Tour of North America, of which John Scott and Warwick Bigsworth were members. The tour included visits to the Canadian War Museum and Canadian National Aviation Museum in Ottawa, the Canadian Warplane Heritage Museum in Hamilton, Ontario, The National Museum of the United States Air Force in Dayton Ohio, and AirVenture 2014 at Oshkosh, Wisconsin.

Warwick will show a selection of aircraft images from each venue, and will include shots of the Canadian Avro Lancaster (being prepared for its trans-Atlantic crossing which took place one week after the visit), B-17 Flying Fortress, Consolidated Liberator, Bell-Boeing V-22 Osprey, the world's only flying Fairey Gannet and numerous other warbirds. Warwick and John will also discuss some of the other features of the tour.

Supper will be available after the meeting and members and guests are requested to donate a gold coin to the AAMB on arrival to help defray the museum's costs in providing this meeting venue.

- **The December meeting** featured the handing over of the **Frank Walters Photographic Collection** of our founder to AHS A (NSW) Inc by the custodian of the Early Birds Association of Australia, Don Hamilton. Our photographic archivist, David Eyre, himself a founding member, will be the curator, and was 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.

- **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: John Scott used the occasion of the 80th anniversary of Ulm's death to reflect on the achievements of this great Australian airman and that the society recommends Ulm's induction into the Australian Aviation Hall of Fame, there to join his old partner Sir Charles Kingsford Smith.

- **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, & Dick Smith.

TOM Lockley, who chaired the Airmail Centenary Commemoration Group, launched the latest AHS A (NSW) Inc publication, "**100 Years of Australian Air Mails**", and copies were for sale. There was also 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 was held.

MEMBERS who arrived early enjoyed the outside exhibits. AAMB conducted a book sale during the evening, and a Christmas supper was enjoyed by members and guests.

**THE 2015 AIRSHOW WILL BE HELD AT AVALON AIRPORT FROM
FEBRUARY 24 TO MARCH 1.**

TEN WWI AIRCRAFT HEADING TO AVALON FROM NZ

January 7, 2015 by australianaviation.com.au



A Fokker DR1, one of several World War One aircraft that will be on display at the 2015 Avalon Airshow. (Avalon Airshow)

Ten New Zealand-based World War One aircraft have confirmed their attendance at the 2015 Avalon Airshow, where they will join other aircraft from the era to participate in simulated air attack manoeuvres.

The aircraft were "perfect full-sized replicas" and included many marquee names of pioneer military aviation, Avalon Airshow said in a statement on Tuesday.

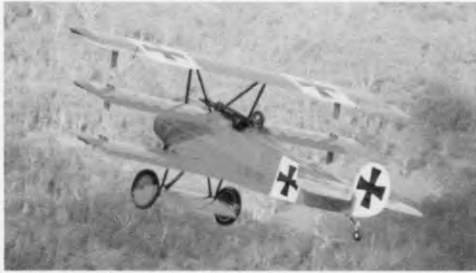
The 10 aircraft headed to Australia from across the Tasman included a French Nieuport 11, a Sopwith Camel, a SE5a, an RE8 bomber and a Bristol F2.

Meanwhile, The Australian Vintage Aviation Society (TAVAS) will also be sending a number of aircraft from its collection to the Airshow, such as a DR1 triplane, an E-III Eindekker and a D-8 "flying razor".

2015 RENEWALS ARE DUE FOR MEMBERS

JOINT MEMBERS - those who receive 'Southern Skies' with NSW membership plus a component to Melbourne for their journal and newsletter - may have received 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.



Another shot of the Fokker DR1. (Avalon Airshow)

The 2015 event has a special focus honouring ANZAC veterans in what is the centenary year of the Gallipoli campaign. Airshow chief executive, Ian Honnery, said it was great to have New Zealand's participation.

"Our event will be the first major observance of Gallipoli in Anzac's centenary year," Honnery said in a statement. "Fittingly, the New Zealanders will join us as we mark this important occasion."

<http://australianaviation.com.au/2015/01/ten-ww1-aircraft-heading-to-avalon-from-nz/>

The Fokker DR1 in the photos is the Caboolture one. per PC

ONE PHOTO initiated interesting discussion

THE MASCOT PARKING LOT - A TIMELINE OF HISTORY

The Qantas maintenance area at Sydney Airport, mid 1961.



'High Corridors' Qantas 1954-1970 by John Gunn** P216.

1. B707-138 Qantas
2. DH Comet 4C BOAC
3. L1049 Super Constellation Qantas
4. L1049 Super Constellation Qantas
5. Douglas DC6 Canadian Pacific
6. L1049 Qantas
7. L1049 Air India ?
8. L1049 Qantas
9. Douglas DC6 ?

NM

** B707 is VH-EBG. The L1049 immediately behind the Comet is VH-EAA. In Jan 1960 it was returned to Lockheed for modification to a cargo aircraft. On return to SYD, EAA was to join two QF L1049H aircraft EAM and EAN on the SYD-LHR express cargo service. If you look very closely at VH-EAA, the windows look white. They are in fact covered. It had been withdrawn from service following a downturn in air cargo traffic. Not sure of the rego of the QF L1049 behind EAA. There are three other L1049's up against the fence and two DC6's. Construction of the air cargo terminal is underway in the left background.

Reminiscences are an important record of aviation history!

"That's just about what the apron looked like in 1962 when I first flew into Sydney on a BOAC Comet 4C (just behind the QF 707 in the picture). No long hops in those days! It took 36

hours to fly from LHR to MEL (Essendon) via Zurich, Athens (atrocious weather - go around on first approach - aborted takeoff on first attempt at departure!), Istanbul, Tehran (pax wandering across active taxiways to gain entry to terminal!), Karachi, Colombo (terminal was Royal Ceylonese Air Force huts), Jakarta, Darwin and Sydney. Probably very noisy by today's standards but considered smooth and comfortable by comparison with the prop jobs the Comet replaced."

PM

Have we sacrificed the 'romance' of flight for speed and jet-lag? Crossing borders and cultures, with the comparisons of dress, smells (European, African, Asian, Indian), the shopping, and the apparent disorganisation at some airports where chaos seemed to rule - but the aircraft flew on! Ed



- 94 years:

REMEMBER: Qantas took delivery of its first aircraft, an Avro 504K, registration G-AUBG, in January 1921. It was assembled in Sydney by Australian Aircraft and Engineering Company, agents for the AV Roe Company in England.

The Avro, carrying two passengers in an open cockpit behind the pilot, was used with the BE2E for joy rides and air taxi services while promoting the advantages of air transport to thousands of potential customers.

QANTAS SAYS FAREWELL TO ITS LAST BOEING 767

December 29, 2014

Qantas will today say farewell to its last Boeing 767, as the aircraft conducts its final flight - with the special flight number of QF767 - from Melbourne to Sydney.

The Boeing 767 has been in the Qantas fleet since July 1985 and for a time was the 'workhorse' of the fleet, carrying nearly 168 million passengers on over 927,000 flights.

Qantas Head of Flying Operations and Boeing 767 pilot, Captain Mike Galvin, said the 767 had served Qantas extremely well over the past 29 years.

"The 767 has been a staple in the Qantas fleet for more than two decades and was a favourite with both crew and customers. It's been an extremely reliable aircraft and has served Qantas and our customers very well over the years," Captain Galvin said.

"While it's sad to say goodbye, it's definitely time to retire the 767s as we have been bringing in newer aircraft that are more advanced and fuel efficient. *It's also part of reducing complexity in our fleet by reducing the number of different aircraft types we fly from 11 down to seven.*" Qantas had a total of 41 Boeing 767 in its fleet over the years, which collectively flew more than 1.8 billion kilometres - the equivalent of 2,438 return trips to the moon.

A widebody aircraft capable of carrying about 250 people, the B767 was used in recent years flying between Melbourne, Sydney and Brisbane, as well as from the east coast to Perth.

Much of the flying done by the B767s will be taken over by Qantas' fleet of newer and larger A330s, which are receiving a major interior upgrade and seat around 300 people. The remainder of the flying will be done through increased utilisation of the airline's smaller B737s.

Since FY09, Qantas has taken delivery of over 140 new aircraft while retiring more than 80 - bringing the average age of its fleet down to 7.7 years, which is the lowest it

has been for more than two decades and is significantly younger than the averages in North America, Europe or Asia Pacific.

The final Qantas Boeing 767 flight will depart Melbourne at 5pm and will do a flyover Sydney CBD, before landing at the airport at 6.25pm.

Source: Qantas: Posted: just4airlines.com at 0513h UTC Dec30,2014


NB The aircraft as VH-OGG was delivered by a 4-pilot flight crew, all women, to the Southern Californian facility, the "Airplane Graveyard" at Mojave Airport in California. The dry Mojave desert climate makes Mojave Air and Space Port an ideal location for aircraft storage. Numerous Lockheed, Boeing, McDonnell Douglas and Airbus aircraft that were once owned by major airlines are stored at this airport. Aircraft that arrive at Mojave Airport will be scrapped, whilst some will be refurbished and returned to service.

With its large supply of aircraft to use as props, the airport is used for filming action movies and commercials on a regular basis.

60 Minutes recently followed the final flight

If you haven't already seen this video, the last QF B767 flight, enjoy.

https://www.youtube.com/watch?v=We7qdE4pMtk&feature=em-subst_digest-vreacs

 **'Air Disaster Canberra - the plane crash that destroyed a Government'** 2013.

ANOTHER INTERESTING BOOK TO READ

Readers will recall the 2014 Arthur Butler Memorial Lecture where Andrew Tink AM discussed the contents of his book, *Air Disaster Canberra*, which was published in 2013.

Following the review of the lecture in the November issue of *Southern Skies*, Cameron Hazlehurst has requested that we remind members of the availability of his book on the same subject, *Ten Journeys to Cameron's Farm: an Australian Tragedy*, which was published by the ANU E Press a year ago. Cameron came to some very different conclusions to those offered by Andrew Tink; his book is based on over 30 years of research in the archives, exclusive access to the surviving private papers of the victims, and extensive interviews with many flying contemporaries of Bob Hitchcock and Jim Fairbairn and their families: all of them dead before Andrew began work on his book.

Cameron believes that Andrew Tink's conclusion that Jim Fairbairn was at the controls of the Hudson at the time of the crash is not borne out by the evidence. Having devoted so long to tracking down sources and examining the evidence, Cameron wants to ensure that the full story is known. *Ten Journeys to Cameron's Farm* is indeed a large tome: it is over 600 pages long, but there are numerous references and explanations in the footnotes, and the book features many photographs. Of particular interest are the biographies of all the players in the story and the political intrigue that led to the reason why various individuals were in their roles. Moreover, the military background of the crew and the Members of Parliament and the military politics during and after WWI, and prior to and during WWII, make fascinating reading. Don't be daunted by the length of the book - the findings are hard to dispute. Highly recommended.

Ten Journeys can be downloaded and read free of charge here: <http://press.anu.edu.au/titles/ten-journeys-to->

camerons-farm/, and printed copies are available on demand and can be ordered, post free, at www.coop.com.au. Cameron earns no royalties from sales. Profits go back to the ANU Press.

VALE - ZABINA ALAN (TERRY) BRAIN

Many of our readers will be familiar with the cargo airline, Brain and Brown Airfreighters, which plied its trade between Melbourne, Tasmania and the Bass Strait Islands between 1949 and the 1970s. One of the founders, Terry Brain, passed away on 15 November 2014. The following tribute was written by regular contributor to the Oz-spotters internet forum, Russell Legg:

"Terry's significant involvement in pioneering the Victoria/Tasmania air freight industry began in 1949 and continued through the 1960's, 70's and early 80's. Operating initially out of Moorabbin and then subsequently out of Essendon Airport, Brain & Brown Airfreighters (later BBA Cargo) operated fleets of Ansons and DC3's and controversially introduced an Armstrong Whitworth Argosy onto Tasmanian freight operations in the early 70's. Brain & Brown also won early contracts flying Fairey Fireflys on target-towing operations on behalf of the RAN.

With business partner William (Bill) Brown and various financial backers, including operatives from Kwikasair, IPEC & Comet Overnight, Terry doggedly challenged the boundaries of the 'Two Airline' policy. Fierce legal battles with the Department of Civil Aviation, the Commonwealth Government and Reg Ansett were mostly lost and huge legal bills effectively brought BBA Cargo to the brink of bankruptcy and grounded the Argosy. A subsequent 'softening' of the bureaucratic zeal and the retirement of Reg Ansett led to doors being opened and opportunities to merge BBA Cargo with Air Express Ltd and the creation of IPEC Air Freight both heralding a new (albeit short lived) chapter in Tasmanian freight operations - with fleets of DC4 and Argosy aircraft competing for market share. The protracted 1989 pilot's dispute effectively provided the final curtain call for IPEC. In addition to running the day to day operations at BBA Cargo, Terry maintained a commercial pilot's licence and often crewed on DC3 freight operations ending his career with SETAIR in 1984.

Throughout the tenuous history of BBA Cargo and the subsequent merger with Air Express Ltd, Terry managed to retain personal ownership of Avro Anson VH-BAF and embarked on a major restoration of the airframe and engines within Hangar 104 at Essendon. It was during this time that Terry partnered with the likes of Col Pay and Bob Eastgate to negotiate a new warbirds operating policy with the then youthful Kim Beazley, Federal Transport Minister - leading to the promulgation of 108b legislation and the immense 'blossoming' of the warbird scene in Oz.

I was immensely privileged to be a major contributor to the restoration of VH-BAF and co-pilot on the subsequent test flight and many flights of VH-BAF including sorties out of Point Cook, Laverton, Mangalore and Ballarat. Terry and I crewed the final (Australian) flight of the aeroplane on a ferry back to Wangaratta in the late 90's - indeed Terry's last flight. In the coming years Terry withdrew from the aviation scene completely following the sale of the Anson to a New Zealand enthusiast."

CAPTAIN JACK CURTIS - DC-3 PILOT EXTRAORDINAIRE

John (JACK) Richard Curtis, Ex 250 Squadron RAF, ex 450 Squadron RAAF & sixty years with TAA/Qantas & Dakota National Air, passed away in hospital on 10 January 2015 after a short illness.



Captain Jack Curtis began his flying career with the Royal Australian Air Force during World War 2, flying a range of aircraft types, including fighters. After the war he joined Trans Australia Airlines and served throughout Australia and New Guinea. While with TAA Jack gained command experience on a number of aircraft from the Douglas stable, including the DC-3, DC-6B and DC-9, as well as the Viscount and Boeing 727. During his flying career, Jack has logged more than 22,000 hours, including 7,000 in the cockpit of the DC-3.

As a Captain with Dakota National Air, Jack continued to share his enjoyment of this venerable airliner with a new generation of passengers.

AAMB website

Jack said that the DC-3 is easy to fly, but difficult to fly well, and physically demanding, particularly in a crosswind: "It's a real man's aeroplane."

Family and Jack's many friends, colleagues and associates celebrated his life at St Patrick's Estate, Manly on Friday, January 16, 2015 following a private family Cremation.

Few pilots who flew during world wars and the technological aviation development of the 1900s remain, and Jack's skill, humility and story-telling will be missed.

VALE - SY ALLSEP

Sy Allsep, who was our Guest Speaker at the December 2008 meeting, passed away on 20 January after a long illness. Sy was the owner of the Scottish Aviation Twin Pioneer, VH-EVB, which was the subject of that December meeting at Bankstown, and also the de Havilland Canada Beaver VH-SYS. He was a regular participant at open days at Wedderburn, and at air shows at Albion Park aerodromes. Sy supported the Australian Aviation Museum at Bankstown.

Sy carried the Guillaux re-enactment flight mail from Mittagong to Bankstown in his Beaver on 14 July 2014.

Since 1984 he has operated Sy's Harley-Davidson dealership in Sydney's south-west suburbs.



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email: guillauxcentenary@gmail.com

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Watch: <http://www.chonday.com/Videos/fivebujawe2>

ONE HUNDRED YEARS AGO**February 2015**

- 08: The Commonwealth government receives a request from the government of India to provide trained airmen, aircraft and motor transport for assistance in Mesopotamia.
- 09: J.C. Marduel makes a number of flights from Centennial Park, Sydney, in his Caudron biplane. On his final flight of the day he crashes into the top of a large Moreton Bay fig tree. Pilot and passenger escape injury.
- 10: US President Wilson protests to Britain on the use of US flags on British merchant ships to deceive the Germans.
- 12: Ostend, Zeebrugge and other German held Belgian ports are raided by 34 Royal Naval Air Service aircraft.
- 15: Russian giant Ilya Muromet bombers attack targets in East Prussia.
- 15: In February 1915 after three years with the Senior Cadets, Charles Kingsford Smith enlisted in the Australian Imperial Force.
- 16: Senator George Pearce, Minister for Defence, announces that the Defence Department has decided to proceed with the building of military aircraft.
- 21: German aircraft bomb Colchester and other targets in Essex County, England.
- 22: Imperial German Navy Zeppelins bomb targets in the Calais and Rheims areas of France.

AVIATION CALENDAR OF EVENTS

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

February 2015

- 07 : Aircraft Showcase – Fighters – Temora Aviation Museum, Temora NSW.
- 24 - 1 MARCH: AUSTRALIAN INTERNATIONAL AIR SHOW, AVALON, VICTORIA.
- 6 March: Australian Bonanza Society Fly-in, Narromine NSW.
- 21 March: Aircraft Showcase – WWII Pacific Theatre – Temora Aviation Museum, Temora NSW.

AHSA MEETINGS

Brisbane Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome:

Contact George Palmer at ahsa_qld@hotmail.com.

The next meeting will be 27 February 2015.

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 and Peter Martin. Contributions should be sent to the Newsletter Editor: judyrainsford@hotmail.com **jr20 AHS A (NSW)**

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

In Support of C. T. P. Ulm - Part 1.

At the December, 2014, meeting of AHSA (NSW) Inc, support was given to the nomination of C. T. P. Ulm for induction into the the *Australian Aviation Hall of Fame*. Nominations for consideration by the Nomination Review Committee of the AAHOF must be submitted before March 31, 2015, for possible induction this year. It is the vision of the AAHOF to inspire future generations by honouring those individuals and organisations whose outstanding contributions have significantly advanced aviation over the years. During 2015 the Australian nation will commemorate the centenary of its participation in the Gallipoli Campaign. A sixteen years old Charles Ulm, under the surname of Jackson, served in the 1st Battalion, Australian Imperial Force, on Gallipoli before being wounded and discharged as a 'minor' in April, 1916. After his return to Australia, he re-enlisted when he turned 18, and sailed again for active service in 1917, this time on the Western Front in France, where he was severely wounded. There were two other Australian soldiers who served on Gallipoli, and who later became famous aviators. These were Ross Macpherson Smith and Charles Kingsford Smith, both of whom have already been inducted into the AAHOF. It would be most fitting for Charles Ulm to join his old comrades in The AAHOF during this centenary year of ANZAC.

The AAHOF is based at the major NSW regional centre of Wagga Wagga. This location would be a most appropriate site to maintain an acknowledgement of Charles Ulm's pioneering contribution to civil aviation, because it was through regional aviation that he first entered the industry, embryonic as it was. He was born at Middle Park Melbourne on October 18, 1889. One month before his sixteenth birthday he successfully enlisted in the AIF. He returned to Australia as a twenty year old, where he was demobilised in March, 1919, with the traumatic experience of the Great War behind him. He had no practical experience in aviation and yet he had a burning ambition to become involved in this new and exciting industry. At about the time of his 21st birthday he became a subscriber to and the secretary of a new venture, the *Overseas Institute of Aircraft Engineering Ltd*. On November 20, 1919, he started another new venture. He married Isabel Amy Winter at St John's Anglican Church, Darlinghurst. On Valentine's Day, 1920, the day the Vickers Vimy G-EAOU flew overhead on its way to Sydney, the O. I. A. E. Ltd company commenced its activities in the country town of Bathurst. Three months later, on May 28, Charles Ulm registered the *Aviation Service Company Ltd*, which was also based at Bathurst. it was through this company that Bathurst recorded the first flight from Melbourne on July 16, and the first freight and mail carrying flight from Sydney on December 2. Both flights were accomplished in Sopwith Dove, G-EAJI. Charles Ulm's involvement in regional aviation continued through seven years during which he was associated with five failed enterprises. Not surprisingly this turbulent period cost him his first marriage. At about this time he was heard to say that the greatest risk to a life in aviation was starvation! However his passionate belief in the future of civil aviation in Australia was undiminished.

It was Charles Ulm's initiative that led to his partnership with Charles Kingsford Smith and the subsequent great pioneering flights that they co-commanded, as well as the formation of *Australian National Airways Ltd*. Norman Ellison, in his book *Flying Matilda*, tells how early in 1927, Ulm, through his solicitor, requested a meeting with Kingsford Smith and Keith Anderson: "Ulm explained to the two partners that he had submitted a scheme for an Adelaide - Perth airline to the Federal Government in 1924. It was then rejected." The government was now calling for tenders for the operation of an Adelaide - Perth air service and Ulm was proposing that he join in a partnership with Kingsford Smith and Anderson to submit a tender. Norman Brearley was the eventual successful tenderer. However, Kingsford Smith was so impressed by his meeting with Ulm that a partnership did develop between the two men, leading to the achievement of significant milestones in aviation both in Australia and internationally.

No person had a greater knowledge of the achievements of Charles Ulm than his secretary Ellen Rogers. She was joint secretary to Kingsford Smith and Ulm from 1928, and remained Ulm's

secretary until his death in 1934. She prepared the following list before her own death in 1985.

The Flights of Flight-Lieut Charles T.P. Ulm A.F.C.

1927, June: Co-pilot and organiser of round-Australia record breaking flight in Bristol Tourer - 7,500 miles in 10 1/2 days, (previous record Capt. E. J. Jones of Civil Aviation Dept. over 22 days). The marriage of Charles Ulm, (his second), to Mary Josephine Callaghan was celebrated on June 29.

1928, June: Co-Commander, organiser, co-pilot (and Joint owner) with Kingsford Smith of "Southern Cross" first Trans-Pacific flight with Harry Lyon (U.S.A.) navigator, James Warner (U.S.A.) radio operator.

1928, August: Co-commander, organiser, co-pilot (and joint manager) with Kingsford Smith of first non-stop trans-Australia flight Melbourne to Perth, W. A., with H.A. Litchfield, navigator, T.H. McWilliam (N.Z.), radio operator.

1928, September: Co-Commander, organiser, co-pilot &c. with Kingsford Smith of first successful crossing of Tasman - Richmond, N.S.W. to Christchurch New Zealand with H.A. Litchfield, navigator, T.H. McWilliam (N.Z.), radio operator.

1928, October: Co-Commander, organiser, co-pilot &c. with Kingsford Smith of first successful crossing of Tasman - New Zealand to Australia with H.A. Litchfield, navigator, T.H. McWilliam (N.Z.), radio operator.

1929, March: Richmond to "Coffee Royal" W.A. forced landing en route to England in "Southern Cross".

1929, June/July: Co-Commander, &c. "Southern Cross" flight from Australia to England and later from England to Holland. Crew: Kingsford Smith and Ulm co-commanders and co-pilots with H.A. Litchfield, navigator, T.W. McWilliam (N.Z.), radio operator.

1928/1932: Joint managing Director Australian National Airways Limited operating totally unsubsidised airmail, passenger and freight services between SYDNEY, BRISBANE, MELBOURNE & HOBART; devoted whole time and energies to this company's affairs. As Joint managing Director A.N.A. organised first all-Australian airmail flight to England and return. Commander: G.U. "Scotty" Allan, R.N. Bolton, engineer-2nd pilot, Callaghan, radio operator. Machine bogged down at Akyab in taking off from wet aerodrome - relief plane sent to pick up mails and proceed to England and return piloted by Kingsford Smith.

1933, June/July: Commander "Faith in Australia" flight Australia to England. Crew: C.T.P. Ulm, G.U. Allan, P.G. Taylor, with intention of flying Atlantic across U.S.A. & Pacific. Machine accidentally wrecked at Portmarnock Beach, Ireland, just before proposed commencement of flight across the Atlantic. Completely re-conditioned at the expense of Lord Wakefield of Hythe.

1933, October: Commander "Faith in Australia" record breaking flight England to Australia 6 days 17 hrs 56 mins. Crew: C.T.P. Ulm, G.U. Allan, P.G. Taylor.

1933, December: Commander "Faith in Australia" flight Australia to New Zealand, (Richmond, N.S.W. to New Plymouth, N.Z., carrying first women passengers to cross Tasman by air - Mrs C.T.P. Ulm and Miss E. Rogers), 1366 miles in 14 hrs 25 mins. Crew: C.T.P. Ulm, G.U. Allan, R.N. Boulton. (Barnstorming throughout N.Z.; also carried airmail 1st non-stop flight New Plymouth / Invercargill).

1934, February 17: Commander "Faith in Australia" flight Muriwai, near Auckland, to Mascot, Sydney, carrying FIRST OFFICIAL AIRMAIL FROM NEW ZEALAND TO AUSTRALIA. Crew: C.T.P. Ulm, G.U. Allan, R.N. Boulton.

1934, March/April: "Faith in Australia" Anzac Memorial Appeal Tour of N.S.W.

1934, April 11: Commander "Faith in Australia" flight from Australia to New Zealand, (Richmond to New Plymouth) carrying FIRST OFFICIAL AIRMAIL FROM AUSTRALIA TO NEW ZEALAND. Crew C.T.P. Ulm, G.U. Allan, R.N. Boulton.

1934, April 14: Commander "Faith in Australia" flight carrying Official Airmail, (Ninety-mile Beach N.Z. to Mascot, Sydney). Record flight time 1242 miles in 12 hrs. Crew C.T.P. Ulm, G.U. Allan, R.N. Boulton. (Last two flights constituted interesting record for fastest round trip Australia/ New Zealand and return, 2 days 17 hrs from departure to return. (To be continued).....**John Scott.**



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ABN: 83 295 759 224

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Southern Skies

THE NEWSLETTER OF AHS A (NSW) Inc

MARCH 2015 ~ No 492

THE AHS A (NSW) MARCH MEETING will be held at the Australian Aviation Museum Bankstown on Wednesday 4th March commencing at 7.30 pm. Please note the venue.

The meeting will be the Annual General Meeting, which will include The President's Report, The Financial Report, Election of Office Bearers and other business. It will be followed by a DVD of the growth of Mascot Airport.

Supper will be available after the meeting and members and guests are requested to donate a gold coin to the AAMB on arrival to help defray the museum's costs in providing this meeting venue.

Subscription renewals for 2015 are now overdue.

Unfinancial members will not be eligible to vote at the AGM, and this will be the last issue of *Southern Skies* that will be distributed to members who have not renewed their subscriptions. The Membership Renewal notice was included with the December issue of *Southern Skies*.

A COMMITTEE MEETING will be held at the North Ryde RSL Community Club on Wednesday 25th March at 7:30 pm as committee members cannot attend Bankstown at an earlier hour before normal meetings. Please note the venue and the date.

The club is located at the corner of Pittwater and Magdala Roads, North Ryde and the meeting will be held in a general area.

At the February meeting Warwick and John Scott showed a selection of aircraft images from their recent tour that included visits to the Canadian War Museum and Canadian National Aviation Museum in Ottawa, the Canadian Warplane Heritage Museum in Hamilton, Ontario, The National Museum of the United States Air Force in Dayton Ohio, and AirVenture 2014 at Oshkosh, Wisconsin. Despite lighting difficulties, and other tourists who always seemed to stand between aircraft and the camera, Warwick's commentary and slides raised much interest and discussion from members.

Enjoy:

L-39 Jet Trainer Aircraft Hit By Whirlwind On Take-off
<https://www.youtube.com/watch?v=yTM2ZvE5EXY> FG



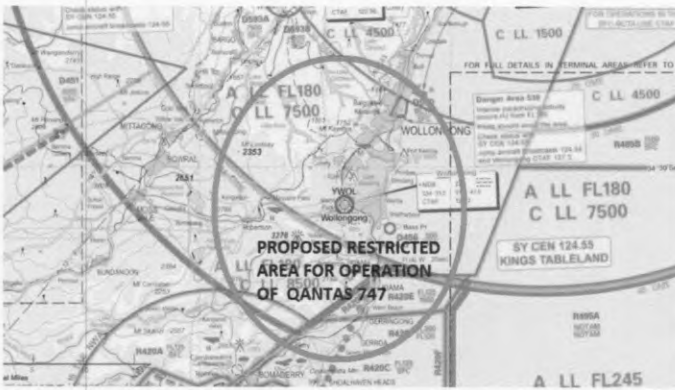
'The cover features a highly commended entry in the Digest's recent photographic competition, Submitted by Mr Han van Loon of Canberra, it depicts the relationship between aircrews and air traffic control'
Spring 1985

1985 photo of flight service. Where are the consoles now? In museums!
The flight of QF 747-400 VH-DJA from Mascot to HARS at Albion Park NSW in March will commemorate past Boeing 747's that efficiently moved millions.

2015 RENEWALS ARE DUE FOR MEMBERS

JOINT MEMBERS - those who receive 'Southern Skies' with NSW membership plus a component to Melbourne for their journal and newsletter - may have received 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.



RECENTLY QANTAS DECIDED TO "GIFT" ONE OF THE REMAINING 747 AIRCRAFT TO THE HISTORIC AIRCRAFT RESTORATION SOCIETY (HARS) BASED IN WOLLONGONG NSW.

The following information for anyone who is interested or have friends who may be interested enough for the drive to Albion Park:

The Q747 aircraft is anticipated to be flown from Sydney to Wollongong with the expected date being Sunday 8th March at 0750 ETA **WEATHER PERMITTING**. (If the aircraft has not departed Sydney by 10.30 am the flight will be delayed for a week.) In order for this to occur a Temporary Restricted Area (TRA) will be put in place around Wollongong aerodrome, expected to include an area of 15 nautical mile radius of Wollongong and up to 5000 feet. A copy of the Sydney VNC depicting the proposed TRA is included.

As this area potentially includes operations of RA-Aus FTFs and pilots this preliminary advice has been provided so CFIs may advise RA-Aus members affected by the area of the TRA. We will confirm the date of the proposed restricted area as we are advised, but we have been informed that these dates are the most likely date(s) of the operation. Pilots are reminded to check NOTAMs for confirmation of the TRA prior to flight in this area on these proposed dates.

It is expected that this landing will become public knowledge and draw significant attention as did the landing of the 747 at Longreach, several years ago.

Jill Bailey,

National Operations Manager RAA

Per AC

MEMBERS OF AHSA MAY BE KEEN TO WATCH THE ARRIVAL. Travel may need some research to avoid disappointment!

Road: Information received notes that the Mount Ousley portion of the M1 will be closed for road maintenance the night of the 7th until 5 am. Diversions via Bulli Pass will be the alternate route. However drivers should also be aware of road closures - it is felt necessary to do this to guard against driver distraction:

Tongara Rd and Station St South of the Airport;

Princes Highway Northbound from the Airport Rd Traffic lights to the Round-about;

The Round-about just to the North of the airport and ..

The Illawarra Highway as it crosses the final approach path to the Round-about.

The Princes Highway Southbound will remain open. I cannot stress enough for you to do your research and plan where you are going to go.

The roads will remain closed till the aircraft has landed.

Train travel timetables indicate that there is only one train leaving Central at 05.19 that morning arriving at 07.20 am at Albion Park Rail (Albion Park has Opal).

Trains leaving Wollongong might be suitable. Final details can be found at "sydneytrains" or "cityrail.info" Check the South Coast line.

Air: Contact has been made with Aminta and Ray at Clamback & Hennessy at Bankstown re flying in and aircraft will be available. It's a short hop and may add a special memory to the occasion. Details from your editor and at the Bankstown meeting.

CASA DIRECTOR OF AVIATION SAFETY MARK SKIDMORE AM

New Civil Aviation Safety Authority (CASA) director of aviation safety (DAS), Mark Skidmore AM, has laid out five key principles that he says will guide regulator's dealings with the aviation community.

While safety was CASA's most important consideration Skidmore says clear communication, minimising the financial impact of regulatory actions, reducing complexity, and having a consistent message will be the key focus to "ensure CASA is an even more effective aviation safety regulator, while building our relationships with the aviation community".

"I have told CASA's people that I will require everyone in the organisation to think about and apply these principles when we make new regulations or amend existing regulations, when we make decisions and take or recommend actions," Skidmore said in the January edition of CASA's monthly briefing note.

Skidmore officially commenced his five-year term as CASA's chief executive and DAS on January 1, having been named John McCormick's replacement in 2014.

The Air Vice Marshal is a former F-111 pilot who retired from the RAAF in 2012 after a term as Air Commander Australia – ACAUST – in charge of Air Force operations.

As well as being a qualified test pilot (graduating from the US Navy's Test Pilot School in 1985) and a former commanding officer of the RAAF's Aircraft Research & Development Unit, Skidmore is also a keen private pilot, flying his own Globe Swift classic aircraft.

He was also the test pilot for the RAAF Museum's Bristol Boxkite replica.

Skidmore said CASA had a responsibility to communicate clearly, simply and effectively.

"If the aviation community does not understand CASA's safety requirements we will not get the right safety outcomes," he said.

"When CASA makes changes or takes decisions and actions we must consider the financial impact on both the aviation community and CASA, and seek to keep it as low as possible-without of course compromising the achievement of optimal safety outcomes.

"While bound by legal requirements in the way CASA's legislation is developed and presented, we must do our best to minimise complexity and provide clear explanations of what we require, free of jargon and confusing language.

"Finally, CASA must be consistent in its decision making and actions. It is not acceptable for different areas within CASA to present different views on the same issues to the aviation community."

Version: 2015.0.5646 / Virus Database: 4273/9005 - Release Date: 01/26/15

JABIRU AIRCRAFT SAYS CASA RULES PUT AUSTRALIAN MANUFACTURE AT RISK

Jabiru Aircraft founder and owner, Rodney Stiff, has warned that restrictions on some of the company's light sports aircraft could sound the death knell for its Australian manufacturing operations.

Formed in 1988, the Bundaberg, Queensland-based aircraft manufacturer has built more than 2000 aircraft and 6500 engines, and strongly disputes the reasoning behind the "precautionary limitations" placed by the Civil Aviation Safety Authority on aircraft powered by Jabiru engines.

The limitations are in place for up to six months. Mr Stiff said the company was debt-free and could handle a reduced income but the CASA move has raised doubts about the aircraft's reliability, despite other statistics showing it was safe.

CASA eased its original proposal after it received more than 630 comments in which many pilots indicated they were prepared to accept the risk and this right should be extended to passengers and trainees.

The restrictions mean the aircraft can only be flown during the day under visual flight rules and must glide clear at all time of populated areas. Passengers and trainee pilots flying solo are required to sign a statement acknowledging they are aware of a risk of engine failure, and trainees must have recently completed engine failure exercises.

In a December 20 statement, CASA cited "more than 45 Jabiru engine failures or in-flight engine incidents — some of which resulted in aircraft forced landings".

"Problems with Jabiru engines include failures of through bolts, flywheel bolts and valve train assemblies, as well as cylinder cracking. The failures affect a range of Jabiru engine models and have occurred in aircraft used in different flying activities, although many have been reported in aircraft used for flying training," it said.

CASA said it was working with Jabiru to identify and solve the engine problems. Jabiru said the restrictions effectively meant affected aircraft must fly at least 1000ft above ground level, and could no longer use airports such as Archerfield, Bankstown and Moorabbin for takeoff or landing.

The Jabiru founder said, "I believe it was motivated by CASA's desire to bring RAA (Recreational Aviation Australia) members under the control of CASA because we're the dominant aircraft in Australia." He disputed CASA's claim of a spike in engine failures and cited a November 2012 report in US magazine *Flight Design* that showed Jabirus were the safest light sports aircraft in America "bar none".

He acknowledged there had been through-bolt and valve-train problems with engines, but said these were resolved in 2011 when the company had published service bulletins. They had no control over the take-up in a category where about 10 per cent of the planes were professionally maintained.

"We did a large number of design changes in changing the whole valve-train system and it's all upgradeable for older engines as they come in for overhaul," he said. "So the problem gets better by the day, plus the service bulletins go out and filter through slowly."

Jabiru exports worldwide hit a peak in 2007-08 when it was turning out about 20 airframes and 90 engines a month but the market slumped with the global financial crisis. The GFC saw the company's international market collapse. The US market - Jabiru's biggest - was badly hit by the high Aussie dollar.

Today, according to Mr. Stiff, it produces about one plane a month in Australia and about three a month in a South African manufacturing plant set up to combat the high Australian dollar. The South African arm has its own production certificate and design organisation and is able to put plane into the US market \$20,000 cheaper than one out of Australia.

"So we can exist without CASA but that would mean bringing the Australian operations back to just R & D and admin and parts, I suppose," he said.

The company sees some signs of revival in the highly competitive US market, where up to 100 different light-sport aircraft have been available, and Britain, but Europe remained flat. The operation in China, where Jabiru was teaching locals to assemble aircraft, with little infrastructure, was coming along slowly.

The problem remains: design faults with the engine caused forced landings. The company's future depends on ensuring there are no shortcomings which will prevent this little trainer from taking a rightful place in general aviation.

by Steve Creedy per PC

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THE MASCOT PARKING LOT - A TIMELINE OF HISTORY

The Qantas maintenance area, Sydney Airport, mid 1961.

'HighCorridors'
Qantas 1954-1970 by
John Gunn** P216.

Reminiscences are an important record of aviation history! From one photo many recollections arrived for history :

Airport Location of Buildings: On the northern side of the airport were the QANTAS hangars. From east to west they were: 85 Constellation servicing, 58 was Constellation major overhaul, 20 was Douglas DC-4 and DC-3 servicing. Next was 12 which was the fitting and machining shop. After that were about another five hangars, occupied by *Pan American, Butler Air Transport, and Department of Civil Aviation*. The last hangar was *Adastra Aerial Surveys*. Hangar 85 was originally a flying boat hangar at Rose Bay and was relocated to Mascot later. In the *Department of Civil Aviation* hanger was Sir Charles Kingsford Smith's 'Southern Cross' VH-USU. It was possible to inspect the aircraft and get inside to sit in the pilot's seat, which I did. The suburb between the QANTAS and Trans Australia hangars was called **Lauriston Park**.

'Iamax' age 73 wrote:

I was a school boy in the mid 40s to the mid 50s and have many happy memories of Mascot as it was known. I spent every available minute after school and on weekends exploring its aircraft and hangars as well as collecting dozens of airline brochures from domestic and international departure lounges.

Recollections, not in order are, clambering over an abandoned Halifax freighter, riding bikes in the prop wash of tethered Hudsons and DC3s doing engine runs; the first sight of a jet aircraft- a Vampire on close left base for rwy 04; the first heavy jet, a Valiant parked where the Virgin terminal is today.

Security was of course non-existent- enjoyed a ride in a fire truck after running across rwy 16 in front of a departing DC3. Aircraft noise was never a problem, being woken up every morning to the glorious sounds of engineers running up large radials and the evocative sights and sounds of an endless early morning gaggle of departures climbing away into the blue Sydney skies. No SIDS then the skies seemed to be covered with aeroplanes tracking in all directions. Present airport operators would not welcome B377 Stratocruisers which dripped gallons of oil onto the tarmac. On one occasion I got into the flight deck and obtained the Captain's autograph. He without thinking pocketed my cherished turned brass biro and I wasn't game to ask for its return!

In early 1954 I spent hours one day searching the skies for the first Comet arrival only to be bitterly disappointed to read in the evening papers that it had crashed in Karachi. I wonder how many readers recalled the subsequent arrival 18 months later of the first jet airliner into Sydney, a BOAC Comet 3 in December 1955. A large crowd had gathered

along the flight strip of rwy 25 - on short final the spectators surged forward and the aircraft was forced to go around. A most memorable sight from mid way down the runway! When rwy 07/25 was built but not commissioned we rode our bikes along it for hours from the 16 intersection to the 07 threshold. I was fortunate enough to know I was on my last flight in 2006 (rather than not know it was my last flight), that long final across the beaches and eastern suburbs onto Rwy 25 could have gone on forever as I thought about those exciting days at Mascot over 50 years ago.

Apologies to the young guys that read this, it's really meant for old guys with long memories.

ONE HUNDRED YEARS AGO

March 2015

02 The first aerial photographic camera specifically designed for use by RFC observation aircraft is used for the first time in France over German trench positions.

03 In the USA an Act of Congress creates the National Advisory Committee on Aeronautics, (NACA), charged with promoting aeronautical research.

08 The Argus reports that Captain Petre has been chosen to command the "flight" which is to be sent by the Commonwealth government to India.

10 Royal assent is given to the Commonwealth Aerial Navigation Regulations under the War Precautions Act 1914.

10 For the first time in the history of warfare, an assault, by allied forces against German positions at Neuve Chappelle, is based on maps prepared from aerial photographic reconnaissance.

22 Two Zeppelins attack Paris.

24-26 Elements of No 3 Sqn RNAS arrive at Tenedos aerodrome with 18 aircraft to support operations in the Dardanelles.

27 Lt Arthur Wellesley Bigsworth of the RNAS celebrates his thirtieth birthday.

28 The first flight to reconnoitre Turkish positions takes off from Tenedos aerodrome.

AVIATION CALENDAR OF EVENTS

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

March 2015

24Feb - 1 MARCH: AUSTRALIAN INTERNATIONAL AIR SHOW, AVALON, VICTORIA.

6 March: Australian Bonanza Society Fly-in, Narromine NSW.

21 March: Aircraft Showcase - WWII Pacific Theatre - Temora Aviation Museum, Temora NSW.

AHSA MEETINGS

Brisbane Meetings are held at 7.00pm for 7.30pm on the last Friday of each month at the Royal Queensland Aero Club, Archerfield. Visitors are welcome:

Contact George Palmer at ahsa_qld@hotmail.com.

The next meeting will be 27 February 2015.

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 and John Scott for submissions to this newsletter; also contributions from Norm Myers and Fred Gooch. Contributions should be sent to the Newsletter Editor: judyraainsford@hotmail.com in 21 A H S A (NSW)

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

In Support of C. T. P. Ulm - Final.

The Flights of Flight-Lieut Charles T.P. Ulm A.F.C. (Continued).

1934, May 13: Commonwealth Government Goodwill Flight from Richmond N.S.W. to Wellington, New Zealand via New Plymouth, New Zealand, carrying official goodwill messages from Rt. Hon. J.A. Lyons, P.C., M.H.R., Prime Minister; the Governor General of Australia; the Governors of N.S.W., Queensland, and Victoria, and other leading citizens.

1934, July 2: Flight "Faith in Australia" from New Zealand to Australia, (Ninety - Mile Beach, New Zealand, to Mascot), carrying official airmail. Crew: C.T.P. Ulm, G.U. Allan, R.N. Boulton.

1934, July 24/27: Commander "Faith in Australia" to Papua and New Guinea via Melbourne, Sydney, Brisbane, Rockhampton, Townsville, Port Douglas to Port Moresby (Papua) and Lae (New Guinea) CARRYING FIRST OFFICIAL AIRMAIL AUSTRALIA TO PAPUA AND NEW GUINEA. Crew: C.T.P. Ulm, G.U. Allan, R.N. Boulton.

1934, July 30/August 1: Commander "Faith in Australia" flight from New Guinea to Australia via Lae (New Guinea) Port Douglas (Australia) Townsville , Rockhampton, Brisbane, Sydney, Melbourne, CARRYING FIRST OFFICIAL AIRMAILS FROM NEW GUINEA AND PAPUA TO AUSTRALIA. Crew: C.T.P. Ulm, G.U. Allan, R.N. Boulton.

1934, December 3/4: Commander : "STELLA AUSTRALIS" proposed Trans-Pacific flight. LOST IN VICINITY OF HONOLULU APPARENTLY OFF COURSE, FORCED TO LAND IN SEA. Crew C.T.P. Ulm, G. Littlejohn, J.L. Skilling (navigator). Intended to be demonstration flight using all-British equipment. Had formed (registered) GREAT PACIFIC AIRWAYS LIMITED with Sir Ernest Fisk as Chairman with intention of, among other things, establishing mail and passenger services across the Pacific.

At the conclusion of the above list of the flights of Charles Ulm, Ellen Rogers wrote that, at the Government's request, he had: "*presented detailed notes, suggestions and recommendations to the Federal Government concerning the establishment of an Australian section for the AIRMAIL ROUTE FROM ENGLAND TO AUSTRALIA. This resulted in the Government calling for tenders in accordance with his recommendations.*"

It is one of the sad ironies of Australian aviation history that, within the week following Charles Ulm's disappearance, the airmail route he had done so much to establish was finally inaugurated at a ceremony on Archerfield Aerodrome in Brisbane. On November 28, 1934, the Duke of Gloucester became the first member of the Royal Family to be transported by air in Australia. It was Charles Ulm's *Faith in Australia* which was entrusted with this great responsibility, with Scotty Allan as pilot. On December 10, the Duke was at Archerfield Aerodrome to experience the: "great pleasure in declaring the overseas air service open." In his speech at the ceremony, Archdale Parkhill, the Minister for Defence, said: "it is appropriate that Australia's first venture into the sphere of international aviation should link her with the United Kingdom, and should traverse a route that was associated with the names of many famous aviators both Australian and British. The late Sir Ross Smith and Sir Keith Smith blazed a trail which was followed by many including Sir Alan Cobham, Sir Charles Kingsford Smith and Charles Ulm." It was too early in the search off the Hawaiian coast, then in progress, for Archdale Parkhill to refer to the 'late' Charles Ulm. If Ulm had been found alive, there was also a knighthood waiting for him too, in the New Year's Honours List.

As the founding editor of the influential weekly magazine, *The Aeroplane*, Charles Grey Grey held some uncompromising opinions, including strong support for the fascist dictators of Italy and Germany. (He was forced to relinquish his editorship in 1939). When the news broke of Charles Ulm's disappearance, and the massive sea and air search had commenced, C.G. Grey unleashed an extremely critical and unfeeling editorial in *The Aeroplane*. He described the flight of Ulm and his crew as a 'ridiculous affair' in which they had risked their own lives and the property of the United States Navy and Army. He also criticised the earlier Pacific flight of Sir Charles Kingsford Smith and P.G. Taylor as having no purpose other than publicity. Nations were urged not to embark on rescue missions for

lost aviators unless a deposit had been paid in advance of the flight to cover the cost of the search.

When Charles Ulm's partner, Ernest Fisk, the chairman of Great Pacific Airways Ltd, learnt of C.G. Grey's editorial, he wrote a most prescient letter to the editor of the *Sydney Morning Herald*, which was published on December 15. The substance of his letter is reproduced below.

"Sir, – I think the criticism quoted from the English journal "Aeroplane" should be suitably replied to. In my opinion, the editor of "Aeroplane" has been unjust in describing Mr Ulm's flight as a ridiculous affair. Mr Ulm's objective was both patriotic and businesslike, and, as is well known, his ultimate aim was to establish an Australian trans Pacific air service. Everyone in this country will applaud such an objective for many reasons. The development of overseas air services is obviously of vital importance to the future welfare of Australia particularly and of the British Empire generally. Every other country of importance is pressing forward such development, and any country which has among its own people courageous and enterprising aviators who are prepared to incur not only risks but the hardships and the labour associated with such pioneering work, should regard itself as fortunate.

There is no person in Australia who does not regret deeply the loss of these valuable lives, but, at the same time there is no healthy-minded Australian who does not believe that the effort of Mr Ulm and his companions was well worth while, and is not proud of the fact that it was carried out by an Australian with an objective that would ultimately prove to be of enormous benefit to the Commonwealth and to all British interests in the Pacific Ocean. There is no more justification for criticising Ulm's flight because it met with disaster than there would be to criticise the newly established air mail service between here and England because one of the first machines associated with that also met disaster. The occurrences of the last few months have taught us a great deal, both of the possibilities and of the present limitations of commercial aviation. Let us do everything we can to develop those possibilities and to overcome those limitations.

In conclusion, let me remind any distant critic that Charles Ulm, by taking risks in crossing the Tasman, proved that Australia and New Zealand can be linked by a regular air service, and let me also direct attention to the fact that in all these great works he staked both his own life and his worldly possessions. Charles Ulm and his companions, Littlejohn and Skilling, deserve the highest possible tribute from the people of the British Empire and from the whole world of aviation.

I am etc

47 York Street, Dec 14.

E. T. FISK"

There is a postscript which illustrates the aversion to risk held by C.G. Grey, at least as far as flight was concerned. On the approach of the 50th anniversary of powered flight he was asked to contribute an article to *The Aeroplane* in its commemorative issue describing his thoughts on fifty years of flying. The article appeared on December 18, 1953. C.G. Grey had dropped the manuscript into a post box on December 9, on his way to a dinner at the Admiralty at which he collapsed and died. The last paragraph of his last article stated: 'Lastly, in our aeronautical development, I would mention that we, as a nation, entrust our beloved and beautiful Queen to air transport, which I, heretically, think is wrong, because an aeroplane is the only vehicle which cannot stand still in the element which supports it. So God save the Queen.'

On the 50th Anniversary of the loss of Charles Ulm at sea, December 4, 1984, Dick and Pip Smith hosted a Memorial Dinner in the Regent Room of the Regent of Sydney Hotel. Dick Smith felt that the 50th Anniversary would be an appropriate occasion to bring together some of the people who knew and could speak about their friendship with Charles Ulm. The guests included Charles Ulm's son John and his grandson Charles. Ellen Rogers was also in attendance and gave her final appreciation of Smithy and Ulm: "My years with Ulm and Kingsford Smith were tremendously interesting and absorbing, both men together and individually performing many outstanding feats. Ulm was really a genius at organisation and had an indomitable spirit, overcoming great odds in his work for Australian aviation, whilst Smithy was a superlative pilot as he proved in his many flights. Their short lives were lived to the full and each died whilst continuing his personal ambition – Ulm in seeking to establish Australian and overseas commercial air services and Kingsford Smith in attempting to break yet another record. Each played a magnificent part in the development of aviation."**John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

HON SECRETARY, PAUL EWOLDT : E paul.ewoldt@hotmail.com
13/40A ROSLYN GARDENS ELIZABETH BAY NSW 2011

Southern Skies

THE NEWSLETTER OF AHS A (NSW) Inc

APRIL 2015 ~ No 493

THE AHS A (NSW) APRIL MEETING will be held at the Australian Aviation Museum Bankstown on Wednesday, 1st April 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.

The meeting will feature the 32nd Annual Aviation Trivia competition and the 47th Annual Aircraft Recognition competition. Last year's winner, Eric Favelle, will present the Aviation Trivia competition, and hand over the prestigious Slipstream Trophy to this year's winner who will also receive a book or DVD prize.

Warwick Bigsworth will present the Aircraft Recognition competition, the winner of which will receive the Brian White Trophy and a book or DVD prize. The President's Trophy will also be awarded, and its winner will receive a book or DVD prize as well.

2014 winners are reminded to return their precious trophies for the handover ceremonies. There will be the usual small entry fee to cover the cost of prizes. Please join us for this entertaining and light-hearted competition.

THE March Meeting was the Annual General Meeting, which comprised the President's Report, Treasurer's Report and Election of Office Bearers. Ian Debenham, 2014 President, provided the following report:

AHS A (NSW) PRESIDENT'S REPORT 2015

"Since losing our long-time meeting place at the Powerhouse Museum the Committee has spent considerable time and effort in seeking and assessing venues to hold the AHS A (NSW)'s meetings. Our criteria was to match, as best we could, the Powerhouse facility with location, parking, privacy, electronics for presentations and kitchen facilities for supper at a price the Society could afford. Numerous venues were assessed but none was able to match the criteria sufficiently. Our interim venue, the North Ryde RSL, was well accepted by the members but the cost for long term use was prohibitive. However, the Committee feels that it has effected a good compromise in deciding to accept the kind invitation of the Australian Aviation Museum at Bankstown to become the new 'home' of AHS A (NSW). It is appropriate, affordable and comfortable and the ability to commune with the exhibits is a bonus. Even so, I have been maintaining a watch on the progress of the Powerhouse Museum as it navigated through its major changes to assess the possibility of ever returning there. However, the possibility appears to be moving ever further away as reports of the Museum being moved to Parramatta gain momentum. In the short term the Powerhouse Management will not be considering the affiliated societies while they begin work towards the completion of the business plan for the move.

The Airmail Centenary group has reported favourably on the Centenary flight. The flights went well and the receptions at the country destinations were heartwarming. Thanks go to Tom Lockley for his lead and continued enthusiasm for the project; to Paul and Christine Ewoldt for their enthusiasm and support of Tom; to Ken Garland, Antony Coleiro and Judy Rainsford for their detailed work on the organization of the centenary flight and to Juanita Franzi for her marvellous graphic design work. Also thanks to the pilots of the aircraft that carried the Centenary mail. They performed a marvellous service to ensure that the mail got through.



My thanks go to the committee members for their continued support and advice: Paul Ewoldt, our extremely hard working secretary and Christine; John Scott for his ever interesting and well researched "Loops and Landings" and for his role of Treasurer; Peter Coates for his work as Membership Secretary. I would also like to thank Barry Collin's son, David, for his audit of the accounts. I would also like to thank Judy Rainsford for her writing and editing of "Southern Skies". I'm sure you will agree that her efforts are excellent. Also thanks to the contributors to the newsletter. Hopefully more members will assist with articles for inclusion.

Thank you all for your interest and commitment to aviation history.

This will be my last year as President of the Society. Increasing pressures of a growing family - I have five grandchildren now - and increasing anxiety about my research commitments mean that I must shed some of my responsibilities. I have been President for so long that I have forgotten when I was first voted into the position. It is time that the Society passed into new - and more capable - hands and I will not be contesting the 2016 election. It is very true that you are busier in retirement than when working!

*Ian Debenham OAM
President"*

ELECTION OF 2015 OFFICE BEARERS

Results of the election of office bearers were:

President	Ian Debenham OAM
Hon Secretary	Paul Ewoldt
Hon Treasurer	John Scott
Membership Secretary	Peter Coates
Programme Organiser	Paul Ewoldt
Photo Archivist	David Ayres
Archivist	Christine Ewoldt
General Committee:	Roger Kennedy Tom Lockley Judy Rainsford

All members were elected unopposed.

STATEMENT OF INCOME AND EXPENDITURE FOR THE

Income

Donations \$5,760.00
 Cash Sales \$2,813.65
 Internet sales \$10,265.07
 Interest \$0.27

Total \$18,838.99

Balance at 31 December \$227.94

Tom Lockley presented the Statement for the Gillaux Airmail Centenary Flight at the March AGM.

The accounts demonstrated the efficiency, hard work and economy which was achieved in the successful completion of an interstate flight that realised all the aims and objectives in the original documents. The co-operation, friendship and bonhomie engendered throughout the flight ensured the historical recognition of 100 years and the aviation memories of all who were involved and those who participated.

Tom was congratulated by the committee and the recognition was supported by the acclamation of all members present.

Financial Closure & Further Sales

At the AGM of AHSA (NSW) inc on 4 March 2015 it was Moved and Carried that:

The AHSA (NSW) inc Centenary bank account 062020 10260901 be closed after paying current accounts which will exhaust the balance.

- That the remaining items (mainly postcards), be marketed and the proceeds be devoted to historical recording of Australian aviation history, notably in relation to French aviator Maurice Guillaux. This might include books and commemorative plaques.
- That Tom Lockley be appointed as honorary agent for these purposes and that the necessary day-to-day decision-making power in these matters be delegated to him. Tom will consult with AHSA members and other experts as relevant.
- That Tom Lockley will open a bank account to hold all money involved, keep the executive informed of progress and will make a full report formally to each committee meeting including all financial dealings.
- That this arrangement may be terminated at any time at the request of any of the AHSA executive or of Tom Lockley.
- That on the termination of the arrangement all property related to the Centenary flight will be handed to AHSA (NSW) inc for disposal as determined by that organisation.

Enjoy: <http://vimeo.com/41425441>
 per Harrison Ford - Pilot

AC

AIRMAIL CENTENARY FLIGHT

Expenditure

Printing, postage etc
 \$3,791.15
 Advertising,
 Commissions \$2,906.03
 Aircraft costs \$8,753.30
 Catering \$269.00
 Website \$2,886.57
 Bank charges \$5.00
Total \$18,611.05



SYDNEY AREA/APPROACH CONTROL CENTRE

'March's 'Southern Skies' photo of the Spring 1985 edition of the 'Aviation Safety Digest' brings back memories for some.

The area depicted was not 'flight service' but Sydney air traffic control's AACC – Area/Approach Control Centre.

The centre provided ATC services for the Sydney Flight Information Region (FIR), which largely equated to the geographic area of NSW and extended far to the east of the coast. Approach/Departure services for Sydney and Bankstown as well as enroute operations in controlled airspace were performed from the centre. There was also a contingent of RAAF ATC's there who looked after Richmond and its associated airspace.

The centre was commissioned in late 1972 and operated until the late 1990's when responsibility for operations in controlled airspace beyond 45 nm. from Sydney was devolved to Melbourne and Brisbane.

Flight plan information was received at the consoles in the centre of the room. This information was transposed onto flight strips which were distributed to the appropriate controllers seated around the room at consoles with radar screens which had their specific area of responsibility.

The question was asked, 'Where are the consoles now?' The Australian Aviation Museum at Bankstown has one in storage for future display. From memory it is the 'Sector Two' console. Its area of responsibility was for aircraft operating in controlled airspace between Sydney and Brisbane, as well as Williamtown and Tamworth traffic. In the photo it was located to the right, just out of view!

AHSA (NSW) members Warwick Bigsworth, Mark Dowsett and Peter Coates worked in the centre at various times over its life.

Brisbane's Bob Livingstone spent some time there also.'

Peter Coates



QANTAS HAS "GIFTED" ONE OF THE REMAINING 747 AIRCRAFT, VH-OJA, TO THE HISTORIC AIRCRAFT RESTORATION SOCIETY (HARS) IN WOLLONGONG NSW.

On Sunday 8 March 2015 QF 747-400 VH-OJA flew from Mascot to HARS at Albion Park NSW and will commemorate past Boeing 747's that efficiently moved millions.



australianaviation.com.au

In 1989, VH-OJA flew non-stop from London to Sydney for its delivery flight, with the trip taking a 20 hours, nine minutes and five seconds.

The aircraft operated what was expected to be its last commercial flight on December 7 2014, when it departed Sydney as QF107 to Los Angeles. It was then expected to make the short hop across to Victorville where it was to be placed into storage.

Instead, VH-OJA returned from the US just before Christmas and continued in service, including several Sydney-Tokyo Narita and Sydney-Johannesburg rotations. Its last flight was QF64 from Johannesburg, which landed at Sydney on Wednesday January 14 according to flight tracking website *Flightaware*.

The aircraft made its final flight into history from Sydney Airport to Illawarra Regional Airport. The airline said it would be the first 747-400 in the world to be preserved for public display and would be the largest aircraft at HARS.

Qantas chief executive Alan Joyce said the spirit of innovation that led to that historic and record-breaking flight "still drives us today".

"We are excited that by gifting this newly-retired aircraft to the HARS museum, we're helping create a local tourism attraction as well as preserving a bit of our past," Joyce said in a statement.

Qantas worked with the Civil Aviation Safety Authority for approvals to operate the flight. The journey from Mascot to Illawarra Regional Airport was expected to take 10 minutes.

The pilots scheduled to operate VH-OJA to its retirement home underwent special simulator training to prepare for the delivery. Illawarra Regional Airport's main 16/34 runway is 1,819 metres in length. The 747-400 will sit alongside a Lockheed Super Constellation, Catalina, Douglas DC-3 and DC-4. This aircraft is actually designated as a 747-438; the 38 being a specific Qantas manufacturing number allocated by the manufacturer, Boeing.

The official handover took place coinciding with the society's monthly open day.



Photo: The City of Canberra touches down at Illawarra Airport as thousands of people watch. (ABC: Emily Laurence)

The Q747 aircraft flew from Sydney to Wollongong on Sunday 8th March, landing at the auspicious time of 0747 hrs. A Temporary Restricted Area (TRA) was in place around Wollongong aerodrome that unfortunately discouraged the participation of private aircraft.

The landing drew significant attention from a very large public as did the landing of the 747 at Longreach, several years ago.



Photo: Thousands of people watch as the City of Canberra makes its final flight into Illawarra Airport. (ABC: TV News)



Photo: Qantas pilot Greg Matthews hands over the keys of the City of Canberra to Bob De La Hunty. (ABC: Emily Laurence)

Photos (dates, names & places added), films and notes will record this important aviation event for research in future years.

2015 RENEWALS ARE OVERDUE FOR MEMBERS

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

FOR SIMPLICITY, JOINT MEMBERS ARE REQUESTED TO FORWARD THEIR RENEWALS TO THE NSW MEMBERSHIP SECRETARY WHO WILL ARRANGE WITH MELBOURNE FOR RECEIPT OF THEIR JOURNALS.

MONDAY NIGHT POST THE AVALON 2015 AIRSHOW, A NUMBER OF JETSTAR PASSENGERS COULDN'T BELIEVE WHAT WAS PARKED ON THE BAY NEXT TO THEM.



Drone at Avalon Airport, Vic

SCRAMBLE TO KEEP JETSTAR AT AVALON AIRPORT

by John Ferguson

Jetstar must decide by next month whether to continue flying up to five daily services to Sydney out of Avalon.

Jetstar, the Andrews government and the airport have confirmed Intense negotiations are determining whether a funding package can be struck to make the airport viable for Jetstar who contributed \$2.75 million to an \$11m assistance package 18 months ago to keep Avalon as a major long-term destination and viable alternative to Melbourne Airport. But Jetstar has continued to lose money for five years.

Avalon is owned by transport magnate Lindsay Fox's Linfox Group. The Fox company is quietly confident a deal can be struck with Jetstar, and the Andrews government has confirmed it is negotiating with Jetstar and Linfox.

A Jetstar spokesman said the company was continuing to review Avalon services and was considering ways to make them commercially sustainable. Avalon Airport chief executive, Justin Giddings, said Avalon had an 11-year relationship with Jetstar and a high percentage of local residents used the airport to fly to Sydney.

If Jetstar were to dump its Avalon operations, the airport is likely to pursue other carriers for a partnership, particularly Virgin.

Industry sources said part of the challenge for Jetstar was that it was competing with cut-price fares from Melbourne Airport, which was considerably closer to the main market in southern Australia.

They said that in time, the business case for Jetstar was likely to improve with a reasonable and continuing assistance package.

ONE HUNDRED YEARS AGO**April 2015**

- 01 An aeroplane is shot down for the first time by a machine gun firing through the propeller arc when French pilot Roland Garros downs a German two seat *Albatross*.
- 03 French pilot Adolphe Pegoud scores his fifth aerial victory becoming history's *first air ace*.
- 09 The *inaugural meeting* of the *Australian Aero Club* is held at the Cafe Francais in Melbourne under the Chairmanship of Lt Petre of the Government Aviation School, Point Cook. There had been a meeting on October 28, 1914, at Point Cook at which the formation of the Australian Aero Club was proposed and agreed to. The Australian Aero Club is affiliated with the Royal Aero Club.
- 11 The prototype *Zeppelin-Staaken VG01*, German heavy bomber flies for the first time.
- 16 The partly constructed *Kalgoorlie Aeroplane* is exhibited in the Kalgoorlie Town Hall.
- 22 Warning of the first gas attack of the war is given by Cpt Strange, of No6 Sqn RFC, when he reports a yellow-green cloud emerging from German trenches when flying NE of Ypres.
- 23 The US National Advisory Committee for Aeronautics meets for the first time in Washington DC.
- 25 70,000 British and French troops land at Helles and ANZAC Cove on the Gallipoli peninsula.
- 26 2nd Lt William Rhodes-Moorhouse, of No 2 Sqn RFC, becomes the first airman to be awarded the *Victoria Cross* for carrying out a bombing attack on a railway junction at Kortrijk, during which he is mortally wounded.
- 30 In the Sea of Marmora HMA submarine *AE2* is sunk by the Turkish gunboat *Sultan Hissar*. There are no casualties and the crew is taken prisoner.

AVIATION CALENDAR OF EVENTS

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

April 2015

- 27-29 March Antique Aeroplane Association of Australia, National Fly-in- Echuca, Vic.
- 3-5 April Narromine Easter Fly-in- Narromine, NSW.
- 04 Temora Aviation Museum Aircraft Showcase - WWII Theatre – Temora, NSW.
- 12 Barossa Air Show, Rowland Flat, SA.
- 18 Temora Aviation Museum Aircraft Showcase – Trainers to Fighters – Temora, NSW.
- 18 Oakey Army Flying Museum Fly-in Oakey, Qld.
- 2-3 May Wings over Illawarra 2015 -Albion Park NSW



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email: guillauxcentenary@gmail.com

THIS IS QUITE A LONG READ BUT WELL WORTH IT

It is 13 years since 9/11 and here is a wonderful story about that terrible day. This amazing story from a flight attendant on Delta Flight 15, was written following 9-11:

On the morning of Tuesday, September 11, we were about 5 hours out of Frankfurt, flying over the North Atlantic ...

All of a sudden the curtains parted and I was told to go to the cockpit, immediately, to see the captain. As soon as I got there I noticed that the crew had that "All Business" look on their faces. The captain handed me a printed message. It was from Delta's main office in Atlanta and simply read, "All airways over the Continental United States are closed to commercial air traffic. Land ASAP at the nearest airport. Advise your destination."

No one said a word about what this could mean. We knew it was a serious situation and we needed to find terra firma quickly. The captain determined that the nearest airport was 400 miles behind us in Gander, Newfoundland. He requested approval for a route change from the Canadian traffic controller and approval was granted immediately -- no questions asked. We found out later, of course, why there was no hesitation in approving our request.

While the flight crew prepared the airplane for landing, another message arrived from Atlanta telling us about some terrorist activity in the New York area. A few minutes later word came in about the hijackings.

We decided to LIE to the passengers while we were still in the air. We told them the plane had a simple instrument problem and that we needed to land at the nearest airport in Gander, Newfoundland, to have it checked out.

We promised to give more information after landing in Gander. There was much grumbling among the passengers, but that's nothing new! Forty minutes later we landed in Gander ... Local time at Gander was 12:30 PM! that's 11:00 AM EST.

There were already about 20 other airplanes on the ground from all over the world that had taken this detour on their way to the U.S.

After we parked on the ramp, the captain made the following announcement: "Ladies and gentlemen, you must be wondering if all these airplanes around us have the same instrument problem as we have. The reality is that we are here for another reason." Then he went on to explain the little bit we knew about the situation in the U.S. There were loud gasps and stares of disbelief. The captain informed passengers that Ground control in Gander had told us to stay put.

The Canadian Government was in charge of our situation and no-one was allowed to get off the aircraft. No one on the ground was allowed to come near any of the aircraft. Only airport police would come around periodically, look us over and go on to the next airplane. In the next hour or so

A GREAT STORY for history

more planes landed and Gander ended up with 53 airplanes from all over the world, 27 of which were U.S. commercial jets.

Meanwhile, bits of news started to come in over the aircraft radio and for the first time we learned that airplanes were flown into the World Trade Center in New York and into the Pentagon in DC. People were trying to use their cell phones but were unable to connect due to a different cell system in Canada. Some did get through, but were only able to get to the Canadian operator who would tell them that the lines to the U.S. were either blocked or jammed.

Sometime in the evening the news filtered to us that the World Trade Center buildings had collapsed and that a fourth hijacking had resulted in a crash. By now the passengers were emotionally and physically exhausted, not to mention frightened, but everyone stayed amazingly calm. We had only to look out the window at the 52 other stranded aircraft to realize that we were not the only ones in this predicament.

We had been told earlier that they would be allowing people off the planes one plane at a time. At 6 PM, Gander airport told us that our turn to deplane would be 11 am the next morning. Passengers were not happy, but they simply resigned themselves to this news without much noise and started to prepare themselves to spend the night on the airplane.

Gander had promised us medical attention, if needed, water, and lavatory servicing. And they were true to their word. Fortunately we had no medical situations to worry about. We did have a young lady who was 33 weeks into her pregnancy. We took REALLY good care of her. The night passed without incident despite the uncomfortable sleeping arrangements.

About 10:30 on the morning of the 12th a convoy of school buses showed up. We got off the plane and were taken to the terminal where we went through Immigration and Customs and then had to register with the Red Cross.

After that we (the crew) were separated from the passengers and were taken in vans to a small hotel. We had no idea where our passengers were going. We learned from the Red Cross that the town of Gander has a population of 10,400 people and they had about 10,500 passengers to take care of from all the airplanes that were forced into Gander! We were told to just relax at the hotel and we would be contacted when the U.S. airports opened again, but not to expect that call for a while. We found out the total scope of the terror back home only after getting to our hotel and turning on the TV, 24 hours after it all started.

Meanwhile, we had lots of time on our hands and found that the people of Gander were extremely friendly. They started calling us the "plane people". We enjoyed their hospitality, explored the town of Gander and ended up having a pretty good time.

Two days later, we got that call and were taken back to the Gander airport. Back on the plane, we were reunited with the passengers and found out what they had been doing for the past two days. What we found out was incredible.

Gander and all the surrounding communities (within about a 75 Kilometer radius) had closed all high schools, meeting halls, lodges, and any other large gathering places. They converted all these facilities to mass lodging areas for all the stranded travelers. Some had cots set up, some had mats with sleeping bags and pillows set up.

ALL the high school students were required to volunteer their time to take care of the "guests". Our 218 passengers ended up in a town called Lewisporte, about 45 kilometers from Gander, where they were put up in a high school. If any women wanted to be in a women-only facility, that was arranged. Families were kept together. All the elderly passengers were taken to private homes.

Remember that young pregnant lady? She was put up in a private home right across the street from a 24-hour Urgent Care facility. There was a dentist on call and both male and female nurses remained with the crowd for the duration.

Phone calls and e-mails to the U.S. and around the world were available to everyone once a day. During the day, passengers were offered "Excursion" trips. Some people went on boat cruises of the lakes and harbors. Some went for hikes in the local forests. Local bakeries stayed open to make fresh bread for the guests.

Food was prepared by all the residents and brought to the schools. People were driven to restaurants of their choice and offered wonderful meals. Everyone was given tokens for local laundymats to wash their clothes, since luggage was still on the aircraft. In other words, every single need was met for those stranded travellers.

Passengers were crying while telling us these stories. Finally, when they were told that U.S. airports had reopened, they were delivered to the airport right on time and without a single passenger missing or late. The local Red Cross had all the information about the whereabouts of each and every passenger and knew which plane they needed to be on and when all the planes were leaving. They coordinated everything beautifully.

It was absolutely incredible.

When passengers came on board, it was like they had been on a cruise. Everyone knew each other by name. They were swapping stories of their stay, impressing each other with who had the better time. Our flight back to Atlanta looked like a chartered party flight. The crew just stayed out of their way. It was mind-boggling.

Passengers had totally bonded and were calling each other by their first names, exchanging phone numbers, addresses, and email addresses.

And then a very unusual thing happened.

One of our passengers approached me and asked if he could make an announcement over the PA system. We never, ever allow that. But this time was different. I said "of course" and handed him the mike. He picked up the PA and reminded everyone about what they had just gone through in the last few days. He reminded them of the hospitality they had received at the hands of total strangers. He continued by saying that he would like to do something in return for the good folks of Lewisporte.

He said he was going to set up a Trust Fund under the name of DELTA 15 (our flight number). "The purpose of the trust fund is to provide college scholarships for the high school students of Lewisporte." He asked for donations of any amount from his fellow travelers. When the paper with donations got back to us with the amounts, names, phone numbers and addresses, the total was for more than \$14,000!

The gentleman, an MD from Virginia, promised to match the donations and to start the administrative work on the scholarship. He also said that he would forward this proposal to Delta Corporate and ask them to donate as well.

As I write this account, the trust fund is at more than \$1.5 million and has assisted 134 students in college education.

"I just wanted to share this story because we need good stories right now. It gives me a little bit of hope to know that some people in a faraway place were kind to some strangers who literally dropped in on them. It reminds me how much good there is in the world.

In spite of all the rotten things we see going on in today's world this story confirms that there are still a lot of good people in the world and when things get bad, they will come forward. "

Flight Attendant DELTA 15

OUR PROGRAMME ORGANISER, Paul Ewoldt, invites members to contribute to talks at meetings with their experiences, pet subjects and memorabilia; OR suggest friends and contacts who would be willing to tell members about their knowledge and interests. Please contact Paul if interested.

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 24 April 2015.

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: judyraingsford@hotmail.com

jr21 A-H-S-A (NW)

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Cradle of Aviation – Part 1.

Three years ago, *Loops & Landings* embarked on the story of Nancy Bird's experiences during her 1938-39 tour of Europe and the USA. At the end of the December 2012 supplement I wrote: "On that day Nancy kept an appointment with Jim Taylor at the Wall Street water airport on the southern end of Manhattan Island. They took off in the little Fleetwings between ships and tugs, and under two bridges, before gaining sufficient altitude to fly over Manhattan and then circle the Statue of Liberty. The Fleetwings then flew over Long Island, put its wheels down, and landed at Roosevelt Field. Nancy was now standing on hallowed ground, with its links to Lindbergh and other historic aviation events. It was then off to the nearby exclusive Aviation Country Club for lunch. In the afternoon Nancy and Jim were driven back to the Fleetwings to fly on to Port Washington to welcome the return of the mighty *Yankee Clipper*, back from its historic transatlantic flight. What would I give for that one day of Nancy's experience, May 27, 1939?" By good fortune last year, I also had the opportunity to stand on that hallowed ground.

For our February meeting this year I was on the programme as assisting Warwick Bigsworth in his presentation of images from the 2014 Torii Aviation Tour of North America. I was not much help to Warwick, and he really did not need my assistance for what turned out to be an excellent summary of the tour, not only through the presentation of his images, but by his impressions of the museums and air shows we visited together last year. After leaving Warwick at the end of the tour I was able to extend my time in the USA by visiting my son and his wife who were then living on Manhattan Island. On August 12, a little more than 75 years after Nancy's first experience of Long Island, I set out to follow her path. I found the water airport that had existed at the end of Wall Street was long gone. It has been replaced nearby on the East River Piers by multiple helicopter pads operated by Zip Aviation. Alas, I would not be able to re-enact Nancy Bird's flight in an amphibian, and in any case her old landing fields on Long Island have been lost to development. Nor could I afford a helicopter to take an aerial view of the Statue of Liberty. In any case I had visited the statue earlier by ferry. To visit Roosevelt Field, I would need to take the Subway to Penn Station and board a train on the Long Island Rail Road headed for Garden City on the Hempstead Branch.

Long Island was not a popular place for the nineteenth century sport of ballooning, or early dirigible experimentation, because of the risk of being blown out to sea. But for those early eccentrics who thought heavier-than-air flight was possible, Long Island did have its attractions. Part of central Long Island, named the Hempstead Plains, offered large open areas of level native grassland which, by the late nineteenth century, began to attract experimenters with kites, powered ornithopters and aeroplanes. Eventually powered flight was born at Kitty Hawk, North Carolina, on December 17, 1903. However, as far as the USA was concerned, the infant was cradled, and then enrolled in a kindergarten, on Long Island. The first aeroplane in the USA delivered to the order of a client, the Glenn Curtiss *Gold Bug*, was built for the *Aeronautic Society* of New York City. It was first flown by Curtiss on May 30, 1909, at the Morris Park Race Track in The Bronx, but then taken to Mineola on the Hempstead Plains. There, on June 26, Curtiss gave a spectacular demonstration before 5000 spectators. On July 17 he went on with the *Gold Bug* to win the 1909 *Scientific American Trophy* for the longest and best flight exceeding 25 km. for that year. On October 22-30, 1910, an International Aviation Meet was held on Belmont Park at nearby Elmont. The second *James Gordon Bennett International Aviation Cup* was won at this event by Claude Grahame-White of Great Britain. Finally, in 1911, a dedicated Hempstead Plains Airfield was established, the first of many on Long Island. By 1939 when Nancy first landed on Long Island it was at Roosevelt Field which occupied part of the original Hempstead Plains Airfield.

From 1916 the U. S. Army began establishing aviation units on the Hempstead Plains Airfield. By the end of 1917, two separate airfields, Hazelhurst Field to the north, and Aviation Field No 2 adjoining to the south, were occupied by training squadrons preparing for deployment to the war in

Europe. In 1919, the northern field was named in honour of past President Theodore Roosevelt's son Quentin, who was killed in air combat during the war. At the same time the southern field was named in honour of a former New York City Mayor, John Purroy Mitchel, who was killed while training for the Air Service in Louisiana. In 1920, Roosevelt Field was sold to a civilian operator who then divided the field into two parts, Curtiss Field to the west and Roosevelt Field to the east. In 1929, Roosevelt Field expanded back into Curtiss Field. Mitchel Field was retained as a military airfield until it was decommissioned in 1961. As I rode the train to Garden City I knew that real estate developers had moved in on Roosevelt Field after it closed in 1951. The area is now occupied by the huge Roosevelt Field Shopping Mall. Nothing of the historic airfield survives. (Real estate developers just love old airfields!). I also knew that Mitchel Field had been more sympathetically treated with redevelopment by Nassau County delivering new educational institutions, sporting facilities, and preserving some heritage buildings from the old airfield, including part of the runways and a row of hangars built in 1926. The idea of a museum to preserve Long Island's aviation heritage was born at the time of the closure of Roosevelt Field. By 1979, the Mitchel Field hangars 3 & 4 were being used for storage and restoration of a growing air and space collection. In the 1980s the hangars were opened to the public under the name of the *Cradle of Aviation Museum*. Funding through Nassau County of \$40 million, an amount doubled by citizen contributions, saw a transformation of the museum buildings and the collection to its current world class status in time for the centenary of powered flight celebrations in 2003.

The *Cradle of Aviation Museum* leads the visitor through a series of galleries in chronological order commencing with *Dream of Wings*. In this gallery I found a pleasant surprise for an Aussie far from home in the form of a tribute to Lawrence Hargrave. The Hargrave exhibit was complete with photographs of his kite experiments, and of one of his last full-size, powered, flying machines. Passing through the next gallery, *The Hempstead Plains*, I was again reminded of home by an exhibit about the first official airmail flight in the USA. On September 23, 1911, Earle Ovington carried the first official USA airmail from Garden City flying a Bleriot XI. Although the USA conducted its first official airmail flight almost three years before Australia, there is no comparison with the epic flight of Maurice Guillaux. Earle Ovington took off from Garden City, flew six miles to the post office at Mineola, and then dropped his mail bag over the side before returning to land at Garden City. Proceeding through the museum, I spent some time in *The Great War* gallery before reaching *The Golden Age* gallery where I expected to learn more about Roosevelt Field at the time of Nancy's visit.

An indication of the excitement of flying into Roosevelt Field in a light plane at the time of Nancy's arrival was given by an information board in *The Golden Age* gallery: "By far the largest and most exciting Long Island airfield during aviation's Golden Age was Roosevelt Field. Originally two adjacent airfields, with Curtiss Field to the west and Roosevelt Field to the east, in 1929, the two airfields were joined into one airport. By 1930, the field had paved runways, many large new concrete hangars, a hotel, a restaurant, and was completely equipped for night flying. One of the most modern airfields in America, it was then known as the World's Premier Airport. In the 1930s, Roosevelt Field was the largest and busiest civilian field in America. Over 450 planes were based there with up to 400 takeoffs and landings per hour. The field was home or port-of-call to many of America's most famous aviators, and its weekend air shows drew huge crowds from surrounding areas. There were over 100 aviation businesses on the field with 20 different companies selling airplanes, and it contained the largest flying and mechanics schools in America. The diverse activities on the field demonstrated the rapid growth and exciting new possibilities of aviation."

The Golden Age of Aviation is defined as the twenty year period between the two world wars. *The Golden Age* gallery has on display a large bronze plaque, rescued from Roosevelt Field, which relates to the very beginning of the golden age. The plaque has a relief of the British Airship R34 with the accompanying words: "To commemorate the first crossing from east to west and the first double crossing of the Atlantic by air accomplished by the British Airship R34 which left East Fortune, Scotland, on July 2nd 1919, landed Mineola, Long Island, on July 6th and returned to Pulham, England, arriving July 13th 1919. Erected by the Air League of the British Empire." Nancy Bird's arrival on Long Island was on May 27, 1939, just as the Golden Age of Aviation was ending.....**John Scott.**



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

HON SECRETARY, PAUL EWOLDT : E paul.ewoldt@hotmail.com
13/40A ROSLYN GARDENS ELIZABETH BAY NSW 2011

Southern Skies

THE NEWSLETTER OF AHSAN (NSW) Inc

MAY 2015 ~ No 494

THE AHSAN (NSW) MAY MEETING will be held at the Australian Aviation Museum Bankstown on Wednesday, 6th May 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 and supper will be available after the meeting. Members are encouraged to bring their aviation related memorabilia for a **COLLECTORS' "SHOW AND TELL" NIGHT** for all to enjoy and share the many stories behind the collections.

The April meeting featured the 32nd Annual Aviation Trivia competition presented by Eric Favelle, and the 47th Annual Aircraft Recognition competition presented by Warwick Bigsworth. Eric Favelle won the Aircraft Recognition quiz and received the **Brian White Trophy** and a book prize. Ian Dolstra won the Trivia quiz with Jack Powell as the 'most improved'. Ian received the **Slipstream Trophy** and a book. The **President's Trophy** was awarded to its winner, Jack Powell, as the 'most improved' with a book as well.

COMMEMORATING AVIATION HISTORY ON ANZAC DAY

Roll of Honour:

Geoffrey Lewis Hargrave

Service Number: 41

Rank: Private

Unit: 13th Australian Infantry Battalion

Service: Australian Army

Conflict: First World War, 1914-1918

Date of death: 04 May 1915 **

Place of death: Gallipoli, Ottoman Empire

Cause of death: Killed in action

Place of association: Woollahra, Australia

Cemetery or memorial details: Lone

Pine Memorial, Gallipoli Peninsula, Canakkale Province, Turkey Source: AWM145 Roll of Honour cards, 1914-1918 War, Army



The death of Lawrence Hargrave's son, Geoffrey, at Gallipoli on May 4th 1915 (some references record differing days) may have denied or delayed the further aviation development instigated by his father.

Geoffrey was in the 13th Battalion at Quinn's Post.

In Peter Stanley's book, 'Quinn's Post', he recounts the events of May 2nd under the heading "Bloody Monday: the advance on Baby 700": "...despite Hamilton instructing Birdwood on May 1 that 'no general advance' should be made it went ahead. The orders for the advance were deceptively simple. Godley's battalions were to advance from Quinn's and Bloody Angle and changing direction uphill under fire and at dusk, attack Baby 700. The attack finally got underway on May 2". After a "thin bombardment" from artillery "the attack, involving units of three brigades from three countries, starting from three

different points was badly coordinated... In the centre Granville Burnage's 13th Battalion moved up the long valley... the advance halted under heavy Turkish machine-gun fire, and the Australians and the Otagos who joined them began to scratch trenches in the hillside... When the sun rose on 3 May men peeking out from trenches on Pope's and Quinn's could see bodies hanging in the bushes on the slopes of what would soon be called Dead Man's Ridge. Dozens of men...lay about the scrubby hills and the ravine...Others lay out in the sun, dying slowly, painfully and alone."



Powerhouse Museum Collection object P2903-9/187.

Gift of William Hudson Shaw, 1974.

Here we see Geoffrey as a promising young engineer, following in his father's footsteps. The Museum owns the model rotary aero engine that he's working on in the photo. In making the engine and propeller, he displayed a high level of skill and application. -

See more at:

<http://www.powerhousemuseum.com/insidethecollection/2014/09/remembering-world-war-1-geoffrey-hargraves-life-in-six-photos/#sthash.PmFOFm8.dpuf>

** Differing recorded dates may indicate who knows when the bodies were recovered & therefore when they fell in the chaos of battle.

A GREAT READ

'THE LONELY SKY' written by test pilot William Bridgeman (Cassell & Co London 1956) who flew the American research plane, the Skyrocket, at over 1 250 mph and, in the next flight, took it in an almost vertical climb 15 miles into the stratosphere. Employed after WWII by the Testing Division of the Douglas Aircraft Co, Santa Monica, USA, his recount of test flying (often with Chuck Yeager as wing man) the X-3, the Skystreak, XF4D1 and Skyrocket are made fascinating because of his personal input of experiences and emotions under such high pressures. jr

'BROKEN NATION Australians in the Great War'

by Joan Beaumont.

Winner of the 2014 Prime Minister's Literary Award for Australian History; winner of the History Prize in the 2014 NSW Premier's History Award and winner of the History Award in the 2014 Queensland Literary Awards.

A book for these days of media hype when history groups must aim to keep distortion from reality and emotion.

PM CONFIRMS TWO EXTRA C-17S FOR THE RAAFApril 10, 2015 by australianaviation.com.au

Prime Minister Tony Abbott has confirmed Australia will acquire two additional Boeing C-17 airlifters.

The Royal Australian Air Force's 36 Squadron already operates a fleet of six C-17 Globemasters from its Amberley base, with the seventh to be delivered in July/August and the eighth aircraft to be delivered by the end of this year, the Prime Minister announced at Amberley on Friday.

The \$1 billion acquisition comprises \$700 million for the two aircraft plus sustainment, and a further \$300 million for a new, dedicated C-17 maintenance hangar and aircraft hardstand and taxiway upgrades at Amberley. Currently 36SQN utilises the KC-30 maintenance hangar at Amberley when needed.

"The two additional C-17s will provide vital heavy airlift support to a range of regional and global coalition operations and greatly increase Australia's capacity to provide rapid and effective disaster rescue and relief and humanitarian aid," Prime Minister Abbott said.

The acquisition of the two extra C-17s was first announced by then Defence Minister Senator David Johnston last October. At the time Johnston said Australia would also consider the acquisition of a ninth and tenth C-17, with decisions regarding the acquisition of those aircraft to be informed by the Force Structure Review being developed as part of the 2015 Defence White Paper process.

Then on November 12 a US Defense Security Cooperation Agency notification revealed Australia had formally requested "up to four" more C-17s from the US government. With production of the C-17 ending this year, Boeing has built about 10 "white tail" aircraft in anticipation that these could be sold to new or existing customers of the airlifter. New Zealand has shown interest in two while there is believed to be interest for additional aircraft from India, Canada and UK as well as new customers in the Middle East. Australia initially ordered four C-17s in 2006 which were delivered between December that year and January 2008. The fifth and sixth aircraft were delivered in 2011 and 2012.

"Boeing is honoured by Australia's decision to acquire two additional C-17A Globemaster III aircraft, which further highlights the enduring relationship between Boeing and the Commonwealth," Boeing said in a statement welcoming the announcement of the additional aircraft.

"Since 2006, the Royal Australian Air Force has operated its six C-17s on the frontlines of military operations and humanitarian missions.

As Australia and customers around the world have experienced first-hand, the C-17 remains unmatched in its ability to transport troops and heavy cargo, support airdrops and aeromedical evacuations, and land and takeoff in remote airfields."

QANTAS FOUNDERS MUSEUM COMPLETES DISASSEMBLY OF SUPER CONSTELLATION AHEAD OF SHIPMENT BACK TO AUSTRALIAApril 7, 2015 by australianaviation.com.au

Qantas Founders Museum completes disassembly of Super Constellation ahead of shipment back to Australia

A Lockheed Super Constellation headed for the Qantas Founders Museum at Longreach has had its major components removed ahead of the aircraft's shipment from the Philippines back to Australia.

The Qantas Founders Museum purchased the Super Constellation, which has been grounded for 25 years, at an auction of old aircraft organised by the Manila International Airport Authority in September 2014.

With help from the Qantas Engineering Aircraft Recovery Team, the Super Constellation was raised out of the mud and made safe and secure for towing at the end of 2014.

The museum said on Tuesday the engines/propellers, the tri-tail, wings and landing gears have been removed, with the aircraft components and fuselage expected to be moved to a storage area shortly.

"Detailed arrangements and plans for the transportation and restoration of the aircraft are currently underway," the museum said.

Qantas Founders Museum chief executive Tony Martin acknowledged the help of industry partners such as Qantas, Manila Airport, Lufthansa Technik Philippines, Heli Craft Aero Industries and the Australian Government.

"We also have a major fundraising drive underway with corporate and individual donations being received and in progress", Martin said in a statement.

Previously operated by World Fish and Agriculture Inc to transport fish cargo and the United States Air Force, the aircraft will be transported first by ship then onwards to the museum's location at Longreach, Queensland, by road.

The aircraft was similar to those flown by Qantas in the 1940s and 1950s.

Highlights of the Constellation in Qantas colours

- Constellation operated Qantas Kangaroo route air services between London and Sydney from 1947
- Constellation was the first Qantas aircraft to feature flight hostesses, and the first pressurised aircraft operated by Qantas.
- Super Constellation operated the first Qantas trans-Pacific air service in 1954
- Super Constellations in Qantas colours operated first ever regular round-the-world air services via both hemispheres in 1958

(Source: Qantas Founders Museum)

QANTAS REACHES 50-YEAR MILESTONE ON TRANS-TASMAN JET FLIGHTS

April 10, 2015 by australianaviation.com.au



A Boeing 707 used to operate Qantas's first trans-Tasman jet service after landing at Christchurch Airport. (Qantas)

Qantas is celebrating a half century of jet flights to New Zealand, which started on April 10 1965 when a Boeing 707 touched down at Christchurch Airport in front of about 10,000 onlookers.

The Boeing 707, which had 20 first and 84 economy class seats, replaced the turboprop Lockheed Electra aircraft on the route.

Qantas's initial twice weekly jet service has grown to more than 200 trans Tasman flights a week.

Today the trans-Tasman market is an extremely competitive one, with Australian and New Zealand carriers Qantas, Jetstar, Air New Zealand and Virgin Australia battling foreign airlines such as Emirates, China Airlines and LAN Chile on the route.

The year 1965 was also the year Air New Zealand operated its first jet services, with DC-8s flying from New Zealand to Los Angeles.

While no doubt a momentous day in the history of Qantas, the airline was not the first to fly jet aircraft between Australia and New Zealand.

British Overseas Airline Corporation (BOAC) operated De Havilland Comets on its around the-world-flight from London to Auckland via the likes of Frankfurt, Beirut, Kolkata, Singapore, Darwin, Perth and Sydney, among others, from 1963.



Christchurch Mayor G Manning (left) and Qantas Co-Founder Hudson Fysh (right) after the inaugural jet service. (Qantas)

QANTAS CELEBRATES 80 YEARS OF INTERNATIONAL SERVICES

April 17, 2015

Qantas today celebrates 80 years of operating international flights in what is already a landmark year for the Qantas International business.



On April 17 1935 Qantas operated Australia's first international passenger flight from Brisbane to Singapore, carrying two paying customers on a DH86 aircraft. Eight decades later Qantas passengers enjoy an international network that services every continent, spanning a network of more than 250 destinations in over 60 countries.

Qantas Group Chief Executive Officer Alan Joyce said Qantas had helped shape the global aviation industry, driving higher standards in safety, technology, product and service.

"Qantas has led many innovations that have seen air travel become safer, more comfortable and more efficient than ever before," Mr Joyce said.

"We have seen journeys that used to take three and half days shrink to less than eight hours and aircraft go from carrying a handful of passengers to 300.

"Over the past eight decades, Qantas has invented business class travel, operated the first dual hemisphere round the world service and flown the longest non-stop commercial route with the world's largest aircraft.

"Today Qantas International is strong, profitable and positioned for growth. It is earning its highest customer satisfaction levels on record; achieving greater efficiency through smarter fleet utilisation; and strengthening its partnerships with airlines in key markets.

"The global reputation for excellence that Qantas has today is a tribute to the hard work of tens of thousands of Qantas employees over eight decades, from pilots, cabin crew and ground handlers to engineers, sales people and corporate managers.

"Our people built Qantas international into the iconic, global airline it is today. And it's our people who are taking Qantas forward into the future," added Mr Joyce.

To mark the 80th anniversary of Qantas' inaugural international flight, customers travelling on today's QF51 from Brisbane to Singapore were greeted with a Merlion dance and celebratory balloons and cakes at the departure gate. A special decal has been fitted to the A330 that will operate the flight.

As the world's oldest continually operating airline Qantas will this year celebrate its 95th birthday, marking the start of domestic flights in Australia 15 years before it started flying internationally.



Source: Qantas Posted by: just4airlines.com at 0743h UTC Apr 22, 2015

ONE HUNDRED YEARS AGO

May 2015

- 04 Geoffrey Hargrave, son of Lawrence, is killed in action with the ANZAC force on Gallipoli. (AWM Canberra)
- 08 The first non-rigid airships procured for the RNAS are set up at the Folkestone base.
- 10 The BE 2 lookalike biplane, constructed by Victor Sylander, is flown for the first time by Edwin Prosser at Hay, NSW.
- 17 Zeppelins raid Dunkirk and Ramsgate.
- 19 The Australian Government orders six Anzani engines to be built at Cockatoo Dockyard, based on the engine from A. Delfosse Badgery's Caudron.
- 22 Paris suffers a German air raid.
- 23 Anthony Fokker gives a stunning demonstration of his new E.1 monoplane at Stenay, Germany. It is fitted with an interrupter gear enabling a machine gun to fire through the propeller.
- 23 Italy enters WWI on the side of the allies, declaring war on Germany and Austria-Hungary.
- 26 Oblt Kastner and Lt Langoff score the first German air-to-air victory of WWI in their Halberstadt CI when they force down a French Voisin.
- 26 Zeppelins raid Southend on the Essex coast of England.
- 26 A. E. Geere successfully tests the Kalgoorlie Aeroplane at Coolgardie.
- 31 The first Zeppelin raid against London is undertaken. LZ-38 kills 7 people and injures 35. Damage is estimated at £19,000.

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 29 May 2015.

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.

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AVIATION CALENDAR OF EVENTS



Australian Aviation Museum Bankstown



OPEN Wednesdays & Saturdays 10.00 am - 4.00 pm

May 2015

- 02: Temora Aviation Museum, Temora, NSW. Aircraft showcase, Bomber/Attack. The Hudson, T-28 Trojan and Sabre are scheduled to fly. The day begins at 10am and finishes at 4pm. For more information contact the Museum on 02 6977 1288
- 2-3 Wings Over Illawarra, Albion Park Rail, NSW. All information on the Wings Over Illawarra web site. Tickets are only available online: Adult \$30 Child 15-16 \$15 Family \$75. Visit www.wingsoverillawarra.com.au.
- 16 May 2015: Temora Aviation Museum, Temora, NSW. Aircraft showcase, Fighters. The Supermarine Spitfire, Boomerang and Meteor are scheduled to fly. The day begins at 10am and finishes at 4pm. For more information contact the Museum on 02 6977 1288 or visit the web site.
- 6 June Temora Aviation Museum, Temora, NSW. Aircraft showcase, North American Aviation. The Supermarine Spitfire, Harvard, Sabre, and T-28 Trojan are scheduled to fly. The day begins at 10am and finishes at 4pm. For more information contact the Museum on 02 6977 1288 or visit the web site.

Any Tuesday, Thursday or Sunday: RAAF Museum, Point Cook, Vic. Time: 1pm. See one of our heritage aircraft in flight. Prevailing weather conditions may cancel flying. We fly: Winjeel, Mustang, Harvard, CT-4, Sopwith Pup (replica), and Tiger Moth. All of these aircraft types served with the RAAF. Visit the web site.

OUR PROGRAMME ORGANISER, Paul Ewoldt, invites members to contribute to talks at meetings with their experiences, pet subjects and memorabilia; OR suggest friends and contacts who would be willing to tell members about their knowledge and interests.

Please contact Paul if interested.

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

in 22 AHSa (NW)

LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

The Cradle of Aviation – Final.

Nancy Bird met “Chubbie” Miller when she was on her way to Europe in July 1938. The meeting was described in *Loops and Landings, May, 2012*: “During the social round in Singapore Nancy met another internationally famous Australian woman pilot. She was a West Australian girl, born Jessie Maud Beveridge, who married an Australian journalist, Keith Miller, in 1919, and who, on May 16, 1936, was married a second time to an *Imperial Airways* pilot, John Pugh. Best known as “Chubbie” Miller, she was the first woman to fly, as a passenger, from England to Australia, arriving at Darwin on March 19, 1928. Her pilot was Captain Bill Lancaster, and their aeroplane was an Avro Avian, G-EBTU, named *Red Rose*.” The achievements of “Chubbie” Miller, as a pilot rather than a passenger, are not now well remembered in Australia because all her piloting was done in America. During the 1920s and 30s Australians were also less tolerant than today of open extra marital affairs as was apparent between “Chubbie” and Bill Lancaster. When details of Lancaster’s trial for murder in the USA subsequently filtered through to Australia, “Chubbie’s” reputation suffered irretrievably, and all recognition of her achievements as a pilot were repressed.

AHSA (NSW) Inc member, David Marshall, brilliantly contrasts the flying achievements of the two women in his paintings which were published in the book he co-authored with Bruce Harris, titled *Dreamers, Doers & Daredevils*. Nancy is represented at the time she was a naive twenty year old, flying her Leopard Moth a few feet off the ground, in the poor visibility of a violent storm, while on a mercy mission in outback NSW. “Chubbie” is represented at her worldly age of twenty nine, flying a bright red Alexander Bullet monoplane, having just taken off from Long Island, and climbing over the southern end of Manhattan Island, on her attempt at a new woman’s coast-to-coast record from New York to Los Angeles and return. “Chubbie” was the holder of US pilot’s Licence No 6014 which she received at the Redbank Flying School at New Jersey in 1929. She then entered the first open Women’s Air Race from Santa Monica, California, to Cleveland, Ohio, in August, coming third in her class flying a Bell Fleet biplane. She was awarded a commercial licence in March 1930. The event recorded in David’s painting took place in October 1930.

In anticipation of visiting the USA, Nancy Bird applied for membership of the women pilots organisation, the *Ninety-Nines*. When she landed on Roosevelt Field she was at the birthplace of what is now named, *The Ninety-Nines Inc., International Organisation of Women Pilots*. On November 2, 1929, “Chubbie” Miller was one of twenty six women pilots who gathered at Curtiss Field with the intention of forming an organisation of women pilots. At the time of the inaugural meeting there were 117 licensed women pilots in the USA and initially 99 of these joined the organisation - hence the name. Although the membership continued to grow thereafter, including through international membership, the name of the organisation remained as the *Ninety-Nines*. An Australian pilot, “Chubbie” Miller, was a proud founding member.

Nancy may have felt the presence of her dear friend Charles Kingsford Smith at Roosevelt Field. In June 1930 it was Smithy’s plan to be the first to fly the Atlantic Ocean non stop from Europe to the United States. He had as his crew in the *Southern Cross*; Evert van Dijk, co-pilot; Paddy Saul, navigator, and John Stannage, wireless operator. For reasons of weather, and navigation difficulties, Smithy and his crew were lucky to make a safe landing at Harbour Grace, Newfoundland, after thirty six and a half hours in the air. After a stopover in Harbour Grace, during which the crew slept for twenty hours, the *Southern Cross* flew on to its intended destination of Roosevelt Field. In his book, *The Old Bus*, Smithy wrote: “We passed New Haven and flew down Long Island Sound, and there in the distance were the tall towers of New York City. We circled round Manhattan before continuing on to Roosevelt Field where we landed in the presence of a great crowd at 4:30 pm on June 26.”

Nancy mentioned the around the world flight of the Lockheed Vega, *Winnie Mae*, in her autobiography, *My God! It’s a Woman*: “Another flight of significance to Australia during 1931, was the 15,500 mile (25,000 - kilometre) flight around the world by the one eyed American Wiley Post. His

navigator was an Australian, Harold Gatty, who became a world leader in the field of navigation." *Winnie Mae* took off from Roosevelt Field on June 23, 1931. The *Sydney Morning Herald* contained photographs of the crowd that broke through police lines at Roosevelt Field to welcome *Winnie Mae* and her crew when she returned 8 days, 15 hours and 51 minutes later. John P. V. Heinmuller, the official recorder for the flight, wrote that Gatty: "showed me his sixteen pages giving hour-to-hour log entries on the *Winnie Mae*, including this one when landing in Russia: '13.30 - 79 deg MG - Hell - rain, more rain - tough going through mountains'. It was dramatic all the way through. Its closing entry was written as they came in on landing: 'Landing at Roosevelt Field'."

In mid August 1931, Bert Hinkler had lunch with Harold Gatty in New York City. Bert had acquired a de Havilland Puss Moth in Toronto earlier in the year, and had not yet decided on the details of his next record breaking flight. His Puss Moth was registered CF-APK, and he named it *Karohi*. Harold Gatty's description of his around the world flight inspired Bert to plan a flight that would at least be comparable. On October 20, he left Toronto to base himself at North Beach Airport on Long Island, (now the site of LaGuardia Airport). It was there that he carried out final preparations, including fuel-load trials to make *Karohi* ready for what was to be a truly audacious flight. On Monday afternoon, October 26, amid much secrecy, Bert took off from North Beach and headed south. On Monday, December 7, he landed at Hansworth Aerodrome, London, after having made the first west-east crossing of the South Atlantic by air, as well as the first solo crossing. This 22 hour, 1760 mile leg of his journey was the longest non-stop flight by a light aeroplane at the time. Bert Hinkler was recognised for this really incredible flight by the awards, for 1931, of the Oswald Watt Gold Medal, the Britannia Trophy, the Henry Seagrave Trophy and the Royal Aero Club's UK Gold Medal.

Aircraft manufacturers abounded on Long Island – Grumman, Republic, Brewster, Curtiss and Ireland among them. The American Aeronautical Company, established at Port Washington in 1928, decided to build, under licence, the Savoia- Marchetti S.56. A beautifully restored S.56, a three place amphibian, is on display at the *Cradle of Aviation Museum*. It is similar in appearance to Francesco de Pinedo's S.16, in which he flew from Italy to Australia in 1925. I was reminded also that de Pinedo lost his life at Floyd Bennett Field, Long Island, in an aircraft accident on September 2, 1933. By 1939, the American Aeronautical Company's facility at Manhasset Bay, Port Washington, had been taken over by Pan American Airways for the start of its transatlantic flying boat services. It was to this location that Nancy departed from Roosevelt Field in the Fleetwings amphibian to witness the return of *Yankee Clipper*, back from her historic transatlantic flight.

Another observer of the Pan American Clippers, operating from Manhasset Bay in 1939, was a young Richard Weise, who was inspired by them to take up flying as a career. He became a Captain with Pan American, and has been a lifelong resident of Long Island. It was near closing time before I finally came out of the museum and noticed a large mural in the vestibule honouring Richard Weise as the *Lindbergh of the Pacific*. The mural consisted of a map of the Pacific showing the route of the first solo flight between the USA and Australia. Richard Weise ferried a Cessna 310B, (N6638B), which was to be taken on the Australian Civil Register as VH-KRA, and operated by Rossair of South Australia. He departed San Francisco on July 28 and arrived at Sydney on August 4, 1959. While Lindbergh and the *Spirit of St Louis* are honoured in the USA, and Richard Weise is now also recognised, I am unaware of any attempt to preserve VH-KRA. It soldiered on through various registrations until its long flying life ended in a landing accident at Omaka, New Zealand, in 2000.

As I was leaving the museum one of the volunteers kindly offered to drive me to the Mineola train station. On the way he described the preparations made for Charles Lindbergh's departure from Roosevelt Field for Paris on May 20, 1927. We were now in the area of the vast Roosevelt Field Shopping Mall. "Here", my volunteer said as he stopped the car at the western end of Transverse Drive, "is the approximate location of the start of Lindbergh's take off run." Then, as we drove eastwards along Transverse Drive, he pointed out the locations of the tentative hops the *Spirit of St Louis* made to get her heavily loaded frame into the air. The car then stopped adjacent to the *Charles A. Lindbergh Transatlantic Flight Memorial*. "And here," said my volunteer, "is where the *Spirit of St Louis* finally became airborne." Americans are passionate about their aviation heritage...**John Scott.**