

# AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

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13/40A ROSLYN GARDENS ELIZABETH BAY NSW 2011



## Southern Skies

THE NEWSLETTER OF AHS A (NSW) Inc

JUNE 2015 ~ No 495

2015 - 2 June - August

**THE AHS A (NSW) JUNE MEETING** will be held at the Australian Aviation Museum Bankstown on Wednesday, 3rd June 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. Member Ken Garland will speak about Beech King Air aircraft in special operations.

The May meeting **COLLECTORS' "SHOW AND TELL" NIGHT** was a most successful evening. Paul Ewoldt presented the **Ray Hackett Model Collection** donated by Ray's widow. The collection consists of 1000 large aircraft (1:200), some of which are large promotional models, the majority of them being civilian airliners, with flags and photos included.

Ephemera from the museum's collection were included in Show & Tell, with Ian Dolstra's First Day Covers, Bill Holswich's Gloster, and John Scott's Air NZ collections adding to the variety of the evening. Mark Dawson presented on his iPad a slide record of restoring the Clerget Engine to working order.

Members enjoyed supper whilst browsing the displays.

Diary dates:

**\*\* The Arthur Butler Memorial Lecture on 4th November 2015** will be held at the North Ryde RSL. The speaker will be Air Commodore Alan Clements, the Commandant of ADFA in Canberra. Members and visitors are invited to enjoy supper in the lounge afterwards.

**\*\* The Australian Aviation Museum Bankstown** invites members and their partners to a film night at the Museum on 17th June, commencing at 7-15pm with light refreshment/finger food. There will be a screening of either a feature film or documentary with an aviation theme. Several DVD choices will be available with the final selection being chosen by way of a vote.

Tea /coffee and biscuits /cakes will be available afterwards and the event will conclude by 10-00pm to 10-30pm. A donation of \$5 per person towards refreshments will be much appreciated.

Paul Ewoldt.

### A GREAT READ by volume:

**\* AUSTRALIAN BUILT AIRCRAFT AND THE INDUSTRY - VOLUME 2**  
Commonwealth Aircraft Corporation  
by Keith R Meggs OAM DFM AM (US)

A very detailed and comprehensive account of company activity, history, production, personnel and political problems for its full 50 years - the 17 aircraft types which it built (plus one apprentice project), and the further 55 types which it might have built through very prolonged and comprehensive dealings with British and American companies, with an exchange of personnel to that end.

The author spent most of the Pacific War period at CAC, followed by 8 years in the RAAF, and has flown four of the company's products, one of them operationally. A later return to the company was spent on Sabre work and Ceres structural testing.

Although it will be an extensive 2-book volume (as was Volume 1), the coverage therein is such that it can never again be gathered and it will remain a unique historical document full of a massive amount of otherwise unknown and now unavailable material.

Volume 3 to follow covers the ACB, APC, DAP AND GAF followed by Part 2 of DH/DHA, of which Tiger Moth Production was Part 1 in Volume 1.

Those who expect to buy Volume 2, although it may be some months to publication, are asked to record their details (with email if applicable) so that notification can be passed to you re progress. Queries can be handled through the AHS A address: [info@ahsa.org.au](mailto:info@ahsa.org.au)

### A GREAT READ by laptop:

**\* TEN AMAZING AIRCRAFT NEVER GIVEN A CHANCE TO SUCCEED**

<http://jalopnik.com/ten-amazing-aircraft-prototypes-never-given-a-chance-to-1701219506>

Download and follow the comments .....

Below an example for members without laptops:



### A "Goodyear Inflatoplane

This aircraft does exactly what its name suggests. The idea was for it to be a rescue plane to be inflated behind enemy lines, and it worked! Yes, Goodyear actually got this thing to inflate and fly.

The killjoys at the U.S. Army cancelled the project because they didn't want a plane that would be so easy to shoot down.

Suggested By: GarageWoolery,

Photo Credit: Public Domain via Wikimedia Commons"

"Brickman Jimbobway

It would (should) float on water if you have engine problems and maybe soften the crash?"





**B XB-70**

"So, as the XB-70 was proven to be vulnerable at high altitude, it begat an aircraft that did the exact opposite- fly as low and fast as possible while delivering B-52-sized payloads."



C "It soon became apparent that Mach 2+ speed wasn't as important as stealth. However radar return testing of the B-1A showed the greatest returns were coming from the fan discs of the engines. The inlets were redesigned, trading top speed for a lower radar profile. This and a myriad of other improvements and changes were incorporated into the B-1B: individual ejection seats vs. an XB-70/F-111-style escape pod (due to the fact that the plane now had a lower top speed, the added weight and complexity of the pod was no longer needed,) an entirely new avionics suite, and a bunch of other updates created what's turned from a nuclear delivery vehicle to one of the best Close Air Support aircraft this side of the A-10."



**D Came to see the B-58 Hustler...**

"It was given a chance. Just outdated by SAMs. The escape pod was really cool:"



Fun fact: A modified passenger-carrying belly pod was proposed at one point" .....

**E** per RP & NM

**Saying of the Day**

Man's mind and spirit grow with the space in which they are allowed to operate. Kraft A. Ehricke, rocket pioneer.

[http://www.just4airlines.com/j4\\_dox/index.mv](http://www.just4airlines.com/j4_dox/index.mv) - "About Space" category

**ONE HUNDRED YEARS AGO.**

**June 2015**

- 01 The Australian Flying Corps, represented by the 'Half Flight', has been in action for the first time in Mesopotamia. During the Battle for Kurna, which commenced on May 31st and finished successfully on June 1st, Maj. Henry Petre and Capt Thomas White are involved flying Maurice Farman biplanes.
- 01 The prototype Airco DH-2 makes its maiden flight. The pusher-engined DH-2 becomes the RFC's first true single-seat fighter and will help end the 'Fokker Scourge'.
- 06 Harry Hawker sets a new altitude record, for Great Britain, of 18,393 ft in an 80 hp Sopwith biplane.
- 6/7 Flt Sub-Lt R.A.J. Warneford of No 1 Sqn RNAS wins the Victoria Cross when he destroys Zeppelin LZ-37 over Ghent, Belgium. His aircraft is a Morane-Saulnier Parasol monoplane and he attacks LZ-37 by dropping six 20 lb Hales bombs.
- 13 Lt George Merz arrives in Mesopotamia from Australia and joins the 'Half Flight' at Kurna.
- 16 Testing the new Albatros C-1, Lt Oswald Boelcke, with his observer/gunner Lt Wuhlisch, engages five enemy aircraft during four separate flights between 10.20 am and 8.50 pm. None were officially recorded as victories.

**AVIATION CALENDAR OF EVENTS**

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

**June 2015**

06 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.

→ → **RAAF Museum, Point Cook, Vic.** → →  
**Any Tuesday, Thursday or Sunday: 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), & Tiger Moth. All these aircraft types served with the RAAF. Visit the web site.

**-- ACCIDENT, PLANES, TRANSPORT, TURKEY --**

A Turkish Airlines flight TK2004 from Istanbul to Nevsehir has suffered huge damage from a bird strike during landing at the destination. Most of the damage to the Boeing 737-800 was done in the nose cone and the wings.

AirLive web portal has obtained impressive photos of the plane from the scene.

The incident comes almost two weeks after another Turkish airlines passenger jet, from Milan to Istanbul, made an emergency landing at Ataturk Airport. It was ablaze, as the right engine caught fire.

[http://twitter.com/flight\\_report/status/595720396923674625/photo/1](http://twitter.com/flight_report/status/595720396923674625/photo/1)



**NO MENTION OF THE PILOTS' ADRENALINE SHOCK ... Ed**



## GIANT OF THE SEAS: ENORMOUS WARSHIP THAT WILL LEAD THE ROYAL NAVY FOR 50 YEARS

**HMS QUEEN ELIZABETH** was officially named by the monarch at a ceremony in Rosyth Dockyard, Fife. Her Majesty described the ship, which will carry jet fighters and helicopters around the world, as a 'source of inspiration'.

The *HMS Queen Elizabeth* is expected to be central to the British military's ability to undertake military action abroad for the next 50 years.

The 65,000-tonne aircraft carrier from the dockyards in Portsmouth, Hampshire, is the largest vessel ever built for the Royal Navy, and will become fully operational by 2020. The cost is some 6billion.

It will carry F-35 Lightning strike Fighters, which it will be able to deploy at a rate of one every 30 seconds.

The naming of the warship comes five years after the first metal was cut on the vessel and 33 months after the first section entered the dry dock at Rosyth to begin being put together. The ship and a second vessel, the under-construction *HMS Prince of Wales*, are the largest warships ever built for the Royal Navy.

*HMS Queen Elizabeth* is now structurally complete and ready to be floated out of her dock for the first time this month, shortly after being named by the Queen.

The two ships are both termed *Queen Elizabeth Class aircraft carriers* and are being built by the Aircraft Carrier Alliance (ACA), a partnership of BAE Systems, Babcock, Thales and the Ministry of Defence. Overall, six shipyards around the UK - Appledore, Birkenhead, Govan, Portsmouth, Rosyth and Tyne - have been involved in building various parts of the carriers.



Display: Red Arrows pass over the Royal Navy's new aircraft carrier during the Naming Ceremony at the dockyard in Rosyth, Scotland. As the planes make their way over the enormous ship, they leave their traditional Trail, giving colour to the grey clouds hanging over the dockyard.

The Queen pressed a button to release a bottle of **Isle of Islay malt whisky** to 'christen' the ship rather than traditional champagne.

## WHY WHISKY? SEA-INSPIRED SPIRIT FROM ISLE OF ISLAY BREWERY AS TRIBUTE TO SCOTTISH EFFORTS ON WARSHIP

The Government made the unusual decision to 'christen' *HMS Queen Elizabeth* with malt whisky rather than champagne as a nod to the efforts of Scottish workers on the ship, which has now been assembled in Rosyth Dockyards, Fife. The particular variety chosen was 'Bowmore Surf' whisky, a sea-inspired whisky from Bowmore Distillery, which stands by a loch on the Isle of Islay, one of the Inner Hebrides to the west of Scotland. The distillery was the first the Queen visited in an official capacity.

Scottish Secretary Alistair Carmichael, who comes from Islay himself, said: 'World class whisky and world class shipbuilding are two of Scotland's finest products so Friday promises to be a special day when we blend the two of them.' Defence Secretary Philip Hammond added: 'This ship, the biggest the Royal Navy has ever had, is a demonstration of the UK at its very best with workers from across the Union contributing. This will be an occasion when it's OK to spill a drop.'

The Queen made her visit to Bowmore Distillery, on the shores of Loch Indaal, in 1980. *Bowmore Surf*, the variety used, is produced by the Worshipful Company of Distillers.

According to distillers, it 'takes inspiration from the sea; the sea spray saturates the peaty soil and a sea tang finds its way into the whisky which is a fitting tribute to the sea that shapes it.'

Although champagne is a more common choice for naming ships, there is no particular tradition saying that it must be used. Submarines are usually named with home brew beer. In Nelson's era it was more usual to employ Brandy or Madeira. However there is a precedent for whisky, which was also used to name the *HMS Sutherland* in 1996, again for its Scottish connections.



This computer-generated image, from the Ministry of Defence, shows how the finished *HMS Queen Elizabeth* will look in action. In the above frame an F-35 Lightning jet lands vertically on the vessel's huge deck, which is long enough to hold four jumbo jets.



Choppers: The ship, shown above in CGI, is multi-functional, and can support RAF Chinook helicopters, shown above, as well as attack jets. It is designed to suit humanitarian projects as well as warfare.







## LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

### My First Close Encounter With An AW-650.

Commuters on the Sydney Harbour Ferry *Lady Herron* were pleasantly surprised during the week commencing April 30th. Part of the interior of the ferry had been transformed into the cabin of a *Tasman Empire Airways Limited* Short S30 flying boat. *Air New Zealand* was sharing the celebration of its 75th Anniversary with the residents of Sydney. On April 30, 1940, the TEAL flying boat AOTEAROA, (ZK-AMA), carried out the first regular airmail/passenger service between Mechanics Bay in Auckland and Rose Bay in Sydney. During Easter this year I attended the Classic Fighters Airshow at Omaka at which *Air New Zealand* was very much in a celebratory mood. My flights to and from New Zealand were with *Air New Zealand* in one of their Airbus A320s. These comfortable, on time, flights made me reflect on the decade between 1928 and 1938 when Australian and New Zealand airmen transformed the crossing of the Tasman from the first perilous flight by the *Southern Cross* to the safe luxury of a Short S30 flying boat. It is now over a century since a New Zealander, Joseph Hammond, first gave Australians a practical vision of the future possibilities of flight. Leading up to the centenary of the Wright Brothers great achievement, AHSA (NSW) Inc devoted two successive meetings to New Zealand and its aviation history, the first in December, 2002, the second in February, 2003. One purpose of these meetings was to learn more about the claim that a New Zealander, Richard Pearse, had indeed been the first person to fly a powered aeroplane successfully at Waitohi on March 31, 1903. On the balance of the evidence submitted at the meeting, members were of the opinion that he was not. At the second meeting a video was shown on the operations of **Straits Air Freight Express**. At the Omaka 2015 Airshow a now preserved *SAFE Air* Bristol 170 Freighter, (ZK-CPT), gave an energetic taxiing display. It made me think back to March 26, 2008, when I had my first close encounter with another freighter aircraft operated by *SAFE Air*, an Armstrong Whitworth AW-650 Argosy,

It was back in 2008, when I was following the Marlborough Wine Trail, driving along Middle Renwick Road adjacent to the Marlborough Airport, where street names like Ulm Crescent and Kingsford Smith Avenue attest to the shared aviation history of Australia and New Zealand, when it suddenly appeared. There, by the side of the road, stood *SAFE Air*, Armstrong Whitworth AW-650. (ZK-SAE). It was looking nostalgically across the road to the airport on which it had made its last landing. ZK-SAE had been positioned as an attraction for the adjoining Argosy Cafe, where I had lunch before going onboard my first AW-650. The Argosy was fitted out as a museum, and access was available to all parts including the cockpit from where there was a clear view of the Marlborough Airport runway. There was also a small theatre on board to view the same video shown at our February, 2003, meeting. During my recent visit to Marlborough, I noted that the cafe has been upgraded to a licensed restaurant serving boutique wines and craft beers. The Argosy has also enjoyed a rejuvenation, with a dedicated trust responsible for its continued well being. ZK-SAE's sister, ZK-SAF, is located on the Woodbourne Air Force Base at Marlborough Airport, where partial restoration of the airframe as a training aid is intended.

The historic attachment of AHSA (NSW) Inc to the Avro 652A Anson, was acknowledged by L&L last September during the celebration of *The Slipstream Trophy's* 25th Anniversary. This year, on March 24th, it was time to celebrate the 80th Anniversary of the first flight of the Anson prototype. The spirited performance in the air at Omaka 2015, of an Avro Anson Mk.1, (ZK-RRR), configured as a W.W.II RAF Coastal Command Anson, was a wonderful way to mark this anniversary. I had a previous encounter with this aircraft at the *Air World Aviation Museum*, (of late memory), at Wangaratta Airport, where it was on loan from Terry and Ritchie Brain of Brown and Brain Airfreighters Pty Ltd. In 2002, following closure of the museum, and the auction of its historic collection by the Rural City of Wangaratta, Bill and Robyn Reid of Nelson, New Zealand, purchased Terry Brain's Anson, (VH-BAF), dismantled it, and exported it to Ardmore Airport near Auckland in New Zealand. It was there meticulously converted as a tribute to the airmen who operated the type during W.W.II. Following the end of the war the Avro Anson became available in numbers, and at low cost, to civil operators in



Australia. Many passenger and freight carrying enterprises owed their existence to the Anson including, Flinders Island Airways, Woods Airways, East West Airlines and Brain and Brown. In May, 1974, Brain and Brown imported the first A W-650 into Australia.

The concept of interstate door-to-door road freight was introduced to Australia by Ken Thomas in 1946, when he founded Thomas Nationwide Transport. Sixty years ago, in 1955, two Adelaide men, Charlie Nesbitt and Alf Charleson registered the Interstate **Parcels Express Company**. With two Peugeot trucks, they offered a new express service to Australia, the door-to-door, overnight delivery of parcels. Their successful and expanding operation came to the notice of a Sydney based entrepreneur, Gordon Barton, who was then operating the Rex Trucking Company, and was in competition with TNT. On April 1, 1962, Gordon Barton negotiated the takeover of IPEC. Inevitably the promise of express delivery involved dependence on the air freight services of Ansett and TAA who were then protected by the two-airline policy. Gordon Barton could see that the passenger oriented timetables of Ansett and TAA were not compatible with the express delivery objectives of IPEC. He saw that if IPEC had its own aircraft operating on overnight schedules IPEC's next day delivery promise would be more reliable. Furthermore when his freight was in the hands of the two-airlines, it did not always receive the priority he demanded. He noted that one air freight operator, Brain and Brown, had been given a licence to provide an interstate service, but only between Melbourne and Tasmania. IPEC was therefore able to charter Brain and Brown's DC-3s to carry its freight across the Bass Strait. This co-operation commenced from February, 1963. It wasn't long before Barton was planning to acquire aircraft for entry into the air freight business. On July 2, 1964, he applied to the Director General of Civil Aviation, on IPEC's behalf, for a licence to carry freight in its own aircraft, and for a permit to import up to five Douglas DC-4 air freighters.

It is interesting to compare the timing of the "brain wave" of Frederick W. Smith, the founder of *Federal Express* in the USA. When Smith was an undergraduate at Yale University in 1965, he wrote a thesis based on his vision for the delivery of air freight. His theoretical airline would pick up any item up to 70lb weight, from a specified address and deliver it to the consignee by noon the next day. It was the same door-to-door air express delivery concept Gordon Barton had outlined in 1964. Smith also reasoned that the great advantage his theoretical airline would have over the passenger airlines, and the freight forwarders, would be that his freight would fly at night, when 65% of the airline fleets were on the ground. *Federal Express* could have been named *Interstate Parcels Express*. Smith wasn't in a position to launch *Federal Express* until April 1972.

As a 1964 Christmas present to Gordon Barton, the Director General of Civil Aviation granted IPEC an air operator's licence, but refused it permission to import the DC-4s. Barton appealed to the High Court without success, and then took the matter to the Privy Council in London for a final decision. In January, 1966, the Privy Council upheld the Australian Government's import ban. Ever the optimist, Barton took delivery of his first DC-4 at Gatwick Airport near London, and on February 6, 1966, named it, *Spirit of Enterprise*. The DC-4 remained idle at Gatwick until it was sold in June, 1967. Another decade passed before the government relented, and gave IPEC permission to import two AW-650s. However, Sir Reginald Ansett didn't think this was a good idea, and immediately took out a High Court injunction in an attempt to prevent the Argosy importation. Because Brain & Brown had already imported an AW-650-101 Argosy, it was available for purchase by IPEC. However, a condition of IPEC's acquisition of its Argosies was their confinement to the Bass Strait Route. For IPEC's interstate routes, locally available DC-3s would have to be used. Still carrying the Brown & Brain registration of VH-BBA, but in brand new IPEC livery, and named *Spirit of Enterprise*, the AW-650 launched IPEC's Bass Strait service on Australia Day 1978. In July, 1979, IPEC unveiled its interstate service using DC-3s. The two imported AW-650-222 Argosies, (VH-IPA & VH-IPB), were entered onto the Australian Civil Register on September, 1978, and March, 1979. From August, 1982, IPEC employed a DC-9, (VH-IPF), on the Bass Strait Route, and at last IPEC was finally given permission to use Argosies between the mainland states. It had taken Gordon Barton eighteen years before he could install his 1964 plan for the operation of express air freight in Australia. It was not surprising that he named his last two AW-650 Argosies, *Virtue of Perseverance* & *Virtue of Patience*....**John Scott**.





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## Southern Skies

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JULY 2015 ~ No 496

**THE AHS A (NSW) JULY MEETING** will be held at the Australian Aviation Museum Bankstown on Wednesday, 1st July 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 following the meeting.

The meeting will include a brief talk on Lawrence Hargrave presented by Ian Debenham.



This meeting marks 12 months since the notable re-enactment flight commemorating the Australian airmail delivery by Maurice Guillaux, and Tom

Lockley will briefly introduce the revised Guillaux website, discuss the marketing plans for the remaining Guillaux merchandise, and give a short talk entitled *The Mystery of the Overloaded Farman* – a discussion of Guillaux's interactions with the Australian Flying Corps after he left Australia.



Please note that the cost of the basic historic postcards, sold to finance the flight, will never be discounted.

The catalogue of merchandise is included with the newsletter. Please spread the word, particularly to your philatelist friends!



**Committee members please note:** A committee meeting will be held at North Ryde RSL on Wednesday 8th July commencing at 8-00pm. Please advise Paul Ewoldt of any Agenda items for discussion.

### THE AIRMAIL CENTENARY FLIGHT: ONE YEAR ON.



To finalise the commemoration of the visit to Australia, beginning July 1, there will be a last opportunity to buy some remarkable philatelic and souvenir items. Thanks to the generosity of so many participants the flight itself broke even on a budget that was, by modern standards, minute. The participants achieved the aim of recognising the remarkable flight of Maurice Guillaux in 1914 and having a lot of fun in the process.

Now we want to work more on the second aim of the commemoration and that is to record the historical events. The first stage is the installation of commemorative plaques in buildings relevant to the aviation events that occurred during Guillaux's visit.

So we are selling off the remaining merchandise, and for every \$70 we collect we will install one such plaque. A sample plaque will be on show at the July AHS A meeting

THE JUNE MEETING was a most successful evening:

- Paul Ewoldt presented memorabilia from THE EARLY BIRDS' COLLECTION of letters, forms and records that revealed many historic and interesting backgrounds to the group - one member in earlier decades being reprimanded for bringing a grandchild to a meeting!

- As the June meeting coincided with the CENTENARY OF THE FIRST AIR CAMPAIGN OF THE AUSTRALIAN FLYING CORPS, John Scott presented a fascinating background of WW I operations in Mesopotamia.

On May 31, 1915, the Mesopotamian Half Flight flew its first reconnaissance mission from a base at Basra, Mesopotamia, in support of an attack by British Forces on a Turkish outpost near Qurna at the confluence of the Tigris and Euphrates Rivers. The Half Flight continued in support of the attack which ended successfully, on June 3rd, 100 years ago to the day of our meeting, with the occupation of Amara.

John Scott's brief talk at the meeting explained that, in 1914, a British Force was in Persia to protect oil concessions at the Head of the Gulf, and then consolidated its position by occupying an area around Basra, which was then part of the Ottoman Empire. Planning for the Mesopotamian Campaign was the responsibility of British authorities in India, and it was from there, early in 1915, that a request came to the



Australian Government for support by providing men and equipment to form a flying unit in support of the Mesopotamian Campaign. Australia responded by contributing four officer pilots and 42 other ranks, including 18 mechanics, together with limited support equipment, but no aeroplanes. On arrival there were

Australian airmen served overseas from the earliest days of the First World War. Two pilots were sent to New Guinea in 1914, but were not needed. The following year a group, to become known as the Mesopotamian half-flight, went to the Middle East and were absorbed into the Royal Flying Corps. Here, in a disastrous campaign for the British against the Turks, the Australian Flying Corps suffered its first casualties and some of the men were taken prisoner.



Two unidentified members of the Mesopotamia Half Flight seated in a Maurice Farman Shorthorn aircraft in 1916. AWM

three Maurice Farman biplanes available to commence operations. In the meantime the planners had expanded their objective to include the capture of Baghdad, further up the Tigris River. The British Force had some initial success but was stopped by a Turkish Force at Ctesiphon, just south of Baghdad. By this stage the British Commander, Major General Townshend, had no reinforcements and had hopelessly extended his supply lines. He withdrew to Kut where his force was surrounded. Kut was besieged for five months before Major General Townshend was forced to surrender. It was one of the most ignominious defeats in British military history.

The Mesopotamian Campaign cost the life of Lt. George Merz, who on July 30, 1915, became the first Australian airman to be killed in combat. Of the three remaining officers, Cpt. White and Lt. Treloar became prisoners of the Turks. Many of the other ranks from the Australian contingent suffered deprivation, nine were captured and seven died in captivity, as a result of Australia's involvement in the Mesopotamian Campaign.

John's presentation was supported by maps of the Middle East and detailed publications including the excellent four part, "The Skies Over Mesopotamia" by Mark Lax, published in The '14 - '18 Journal. There were also copies of the latest newspaper coverage of Australia's present involvement in Iraq. The progress in military aviation over 100 years from the Maurice Farman biplane to the F/A-18F Super Hornets, KC-30A

air-to-air refuelling aircraft and the E-7A Wedgetail Early Warning and Control aircraft, currently being operated by the RAAF in Iraq, is truly incredible. If only there had been similar progress in human relationships during the same century.

One benefit anticipated from the Mesopotamian Campaign was the diversion of Turkish Forces from Gallipoli.

To end the meeting John showed a DVD telling the story of Australian planning for the landing at Gallipoli, which was based on aerial reconnaissance. As a result, the Australians avoided the bloodbath associated with the British landing further south at Cape Helles.

## ONE HUNDRED YEARS AGO.

### July 2015

- 03 Queenslander Roderick Stanley Dallas makes his first log book entry at the start of his flying training in the UK with the Royal Naval Air Service.
- 04 Lt. Oswald Boelcke flying an Albatros C.1, with his observer/gunner Lt. von Wuhlisch, claims his first victory by shooting down a Morane-Saulnier Type L.
- 06 Lawrence Hargrave dies as a result of peritonitis in Lister Private Hospital, Sydney.
- 19 Georges Guynemer gains his first aerial victory while flying a two seat Morane-Saulnier parasol by shooting down a German Aviatik.
- 25 Flying a Bristol Scout C, RFC Cpt. Lanoe Hawker shoots down three German aircraft over Passchendale. He will receive the first Victoria Cross awarded for combat against enemy aeroplanes.
- 30 Lt. George Merz and his observer, New Zealander Lt. William Burn, are forced down between Nasireyah and Basra, Mesopotamia, due to engine trouble in their Caudron GIII. They are murdered by hostile Arabs. Lt. Merz is the first Australian airman to die in military service.
- 01 The Australian Flying Corps, represented by the 'Half Flight', has been in action for the first time in Mesopotamia. During the Battle for Kurna, which commenced on May 31st and finished successfully on June 1st, Maj. Henry Petre and Capt Thomas White are involved flying Maurice Farman biplanes.







Andrew Carter airborne over Caboolture in the F.2B with the TAVAS Fokker Triplane on his tail. (TAVAS)

## BRISTOL F.2B for TAVAS

The AUSTRALIAN VINTAGE AVIATION SOCIETY (TAVAS) brings to life aircraft from the first 25 years of aviation history, particularly trainers and fighters from WW1. Members are building full size, flying reproductions and replicas of the aircraft from that time to create a flying museum for display aircraft to the Australian public.

TAVAS is an established Not For Profit organisation whose aim is to educate all Australians of the major impact that the early flying machines, and the people who flew them, had during World War I and how they helped create the world of Aviation we know today.

→→→→

This particular example (above) was built by Ed Storo in the USA and first registered in 1992 as N624. It was subsequently sold to TVAL in NZ in late 2001 and changed to its current colour scheme. After TVAL brought it across 'the ditch' for the Australian International Airshow at Avalon in February 2015, it remained in Australia and is now operated as part of the TAVAS collection.

The colour scheme will basically remain the same, but the serial number will be changed to B1229 which was operated by Capt. Ross Mcpherson Smith of 1 Squadron, Australian Flying Corp in Egypt.

→→→→

" The Bristol Fighter replica that recently starred at the Australian International Air Show at Avalon is now based at Caboolture, Queensland. Discussions between Andrew Carter, head of TAVAS, and Gene de Maco, from New Zealand's The Vintage Aviator Ltd (TVAL) prior to the show, were the beginning of the process that led to the aircraft's changing hands. TAVAS initially hoped to obtain sponsorship for the acquisition but, although indications were encouraging, this did not pan out. It was then major Warbird identity, and major supporter of TAVAS, Jack MacDonald, stepped in.

BELOW: Andrew Carter, head of TAVAS taking delivery of the Bristol Fighter at Avalon. (Rob Fox)



"Jack understood the historical significance of this aircraft and the need for us to operate an Allied type, in particular a two seater, allowing others to experience flight in a WW1 aircraft," said Andrew. "Immediately after the Avalon airshow it was packed and shipped alongside our Fokker E.III and D.VIII to Queensland and reassembled by our volunteers under the guidance of chief engineer Dave Walsh."

per Rob Fox (TAVAS)

THE F.2B, KNOWN AS THE BRISTOL FIGHTER, was used by 1 Squadron, Australian Flying Corps, in Palestine in 1917-18. Some of the Squadron's aircraft co-operated with Lawrence of Arabia and his force of Arab irregular fighters in operations against Turkish forces. In late 1918 the Squadron participated in ground attacks which destroyed much of a retreating Turkish army.

The Bristol Aeroplane Co. modified the F.2B after the war into a civilian two or three-seat passenger aircraft called the Bristol Tourer, eight of which were flown in Australia in the 1920s. Sir Charles Kingsford Smith flew one of these around Australia.

After serving with the 3rd Light Horse Brigade at Gallipoli, Smith transferred to the Australian Flying Corps in 1917 in Egypt. He scored his first victory on the morning of 1<sup>st</sup> September 1917, shooting down an Albatross D.III near Beersheba whilst flying a B.E.2e. Flying the Bristol Fighter, Smith and his observers were credited with 10 more victories in 1918.

The great offensive of September 1917, was led by 1 Squadron AFC, and the initial blow was a bombing raid by Captain Ross Smith dropping sixteen 112 pound (51kg) bombs on the telegraph station and railway yards at El Afule, destroying both. The rest of the squadron attacked other key positions completely isolating the Turkish Army further south of the attack. The Turk's turn came on September 21, at Wadi Fara, where William's 40th led the attack, and the Turkish 7th Army "ceased to exist". It was a total massacre resulting from attacks from the air.

On September 22, the famed Lieutenant Colonel T E Lawrence (Lawrence of Arabia) called for air assistance for his Arab army that were being constantly attacked by German air forces. Led by Captain R Smith, he and two others from No 1 Squadron, in their Bristol fighters, went to Lawrence's aid, shooting down several German invaders. Order was restored, and to keep the offensive going Smith had petrol and ammunition flown into his position by a Hanley-Page bomber so that he could remain with Lawrence's army to protect it. The rest of the offensive went with the RFC and AFC having total air supremacy.

After the war, Ross Smith, and his older brother, Keith were knighted for completing the first flight from England to Australia in 1919. He was killed in a crash at Brooklands during a practice flight in preparation for an attempt to fly around the world.



Smith was inducted into the Australian Aviation Hall of Fame in 2012. His log book is kept by the AWM Canberra. It can be viewed online.



The 'gunner' is Bob Livingstone, AHSA Brisbane

per TAVAS, Rob Fox and PC

### FILM NIGHT

AT THE AUSTRALIAN AVIATION MUSEUM BANKSTOWN.

On Wednesday 17th June the Australian Aviation Museum at Bankstown hosted a film night and despite the wet weather ten people turned out for the event. A delicious finger food buffet was provided by Christine and Paul Ewoldt and then three documentary DVD's were shown.

The first DVD featured an Air France Concorde flight from Paris to New York, followed by the history and development of the Blackburn Buccaneer, Britain's last British-built bomber aircraft, and, to round off the night, one of Jeff Watson's "Classic Aeroplane" stories.

Paul Ewoldt

### AVIATION CALENDAR OF EVENTS

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

#### JULY 2015

##### Temora Aviation Museum, Temora, NSW.

- 04 Trainers to Fighters Spitfire, Wirraway, Bird Dog, J-3 Cub, Harvard, Ryan, Hudson
- 18 Theme CAC: Boomerang, Wirraway, Winjeel, Ceres
- Aug 01 Theme Fighters: Spitfire, Meteor, Boomerang
- Aug 15 Theme Vietnam, Long Tan: A-37B Dragonfly, Bird Dog, Spitfire

For more information contact the Temora Museum: 02 6977 1288 or visit the website:

[http://www.aviationmuseum.com.au/vistor\\_information/flying\\_dates](http://www.aviationmuseum.com.au/vistor_information/flying_dates).

→ → RAAF Museum, Point Cook, Vic. → →

Any Tuesday, Thursday or Sunday: 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), & Tiger Moth. All these aircraft types served with the RAAF. Visit the web site.

### SYDNEY AIRPORT January 1971 - WHERE ARE THEY NOW ?



→ Ansett-ANA  
Lockheed Electra 188 VH RMA begins its take off run. This aircraft first entered service in April 1959. It has had quite a career (see below).



VH-RMA stayed in passenger service until April 1971 when it was converted to a freighter. It continued with Ansett until 1983. It then went through several owners until it was sold to Buffalo Airways of 'Ice Pilots' fame in Canada in 2006 becoming C-FBAQ. It was involved in an emergency landing at Yellowknife when the starboard landing gear failed to lower on the 5th March 2012. Although badly damaged it was repaired and continues in service with Buffalo Airways to this day.

Only last month Peter watched the episode of 'Ice Pilots' which showed the emergency Yellowknife landing, little realising that he had photographed the same plane 44 years earlier. Other members may have seen the programme also.



A frame from the 'Ice Pilots' TV episode showing CF BAQ crash landing at the Yellowknife airfield.

TBContinued

PC

GUILLAUX CENTENARY FLIGHT 2015  
PURCHASE YOUR POSTCARDS & FIRST DAY COVERS  
NUMBERS STILL AVAILABLE TO COMPLETE YOUR  
COLLECTION

email: [guillauxcentenary@gmail.com](mailto:guillauxcentenary@gmail.com)

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, Paul Ewoldt, Tom Lockley and John Scott for submissions to this newsletter. Contributions should be sent to the Newsletter Editor: [judyrainsford@hotmail.com](mailto:judyrainsford@hotmail.com)

jr26 AHS A (NSW)



## LOOPS AND LANDINGS

Inspired by John Kingsford-Smith

### The Sad Story of Hargrave's Sydney Memorials.

Lawrence Hargrave's epitaph, inscribed on the plain marble headstone on his grave in Waverley Cemetery, is austere. It reads:--

**In Memory  
of  
LAWRENCE HARGRAVE  
DIED 6th JULY 1915  
AGED 65.**

Hargrave's headstone shares similarly brief epitaphs for his son Geoffrey and daughter Brenda. There is no indication in the epitaph of the depth of loss suffered by the Hargrave family and his friends when he died. It wasn't until 2001, when the *Waverley Cemetery Historical Register* placed a plaque on the grave, that there was some indication to visitors that Lawrence Hargrave might be someone of important memory to Australians, particularly those with an awareness of aviation history. The wording on the plaque states that: 'The restoration and maintenance of this memorial has been made possible by the generous ongoing support of The *Royal Aeronautical Society, Australian Division Inc.*' In fact, it seems that from 1915 to 2001, when it was rescued by the R.Ae.S., the grave was unattended, and over the years had disappeared beneath an overgrowth of weeds and grass. Lawrence Hargrave was a shy man, of few words, and more self effacing than self promoting. The word "loving" is not included in the epitaph, although it is known that Hargrave had deep loving relationships within his family. However, the *Australian Dictionary of Biography* suggests that his family life was beset with emotional difficulty and tragedy: "On 7th September, 1878, Hargrave married Margaret Preston Johnston...the marriage seems to have been devoid of romance in its beginning, and short on pleasure or comradeship. Seven children were born, two of whom died in infancy; and their son Geoffrey was killed in action at Gallipoli in May 1915. Following the death of her husband, Margaret took her youngest daughter and Hargrave's papers, diaries and journals to England, where she settled. During his life, Hargrave felt isolated from his surroundings and unrecognised. 'You cannot understand', he wrote to George Augustine Taylor in 1909, 'the bedrock feelings of Sydney people to one who has lived among them for 42 years and yet is not one of them.' " At the time of his death, Hargrave's family was sharing with him the burden of failure and ridicule during his long term commitment to solving the problems of heavier-than-air flight. The family he left behind felt the weight of that burden. There was no wish to be reminded of it by any graveside reference. Before leaving for England, Margaret contested her husband's will, and had the intent varied, resulting in much of the estate being realised in her favour.

At the time of Hargrave's death, Australian families were entering a period of prolonged mourning for the young lives lost at Gallipoli. Against this background the local death of an obscure eccentric passed without much collective sorrow. His funeral service was conducted by his cousin, the Rev Joshua Hargrave, at home in Woollahra Point on July 7, followed by another short service at Waverley Cemetery. An editorial in the *Sydney Morning Herald* on that day, rebuked the general populace for its attitude towards Hargrave during his life: "whilst his work was unappreciated in this country by many, indeed his efforts even had ridicule heaped upon them – aeronauts in other lands were working on his ideas. 'It appears regrettable', he said to the Royal Society of New South Wales, in June 1898, 'that Australians should leave to Americans and others the early adoption of views circulated by this society.' It was one more illustration of the truth of the saying that a prophet is without honour in his own country".

Since 1909, George Augustine Taylor had taken it upon himself to be the unsolicited promoter of Lawrence Hargrave's reputation. In so doing Taylor constantly alienated Hargrave from the various levels of government and their institutions. A particular target of Taylor, in relation to the Hargrave models, was the *Sydney Technological Museum*. The models were finally handed over by



Hargrave to the *Deutsches Museum in Munich* in 1910. On July 9, 1915, in *The Construction and Local Government Journal*, Taylor ratcheted up his attack: "On the 6th inst. Lawrence Hargrave, inventor of the aeroplane, passed out. During his experiments he gathered a unique and now priceless collection of models. These he placed in the hands of our Editor, (ie GAT), with the request that he offer them to the Australian Government as a gift. His magnificent offer was not accepted. Today these models are in a Hun Museum, at Munich, and probably they have supplied many a hint to Hun copyists." At a time of high anti-German feeling in the nation, the Australian Government would not have appreciated the accusation that it had indirectly aided the enemy. A sense of ambivalence towards Hargrave, on the part of both Government and the public, was created by such admonitions. In self defence Joseph Maiden and Richard Baker, successive curators at the *Sydney Technological Museum*, who had had dealings with Hargrave, immediately responded in letters to the Herald, almost accusing Hargrave of traitorous behaviour, asserting that accommodation of the models at the museum was always on offer. Baker insisted that the sending of the models to Germany was a sore point with him. As late as 1940, he was still defensive, stating that: "Hargrave displayed a want of patriotism almost unbelievable in an Australian."

By the start of 1920, the Great War was of recent memory and Lawrence Hargrave was very much of distant memory. But many Australian airmen were returning from conflict in the Middle East and the Western Front. They were now contemplating a future in the brand new industry of civil aviation. That future was greatly enhanced by the arrival in Darwin from England of the Vickers Vimy, (G-EAOU), on December 10, 1919. The Vimy, which exhibited some box kite characteristics, was due to arrive in Sydney early in the New Year, and a grand reception was being planned for its crew. In the forefront of planning was one of Australia's great Flying Corps leaders, Colonel Oswald Watt. From the moment he returned to Australia he had wasted no time in assisting the government setting up regulations to control the safe operation of civil flying. He had also accepted the position of first President of the Australian Aero Club, New South Wales Section. Oswald Watt announced through the local papers that the aero club planned to commemorate Sir Ross Smith's great pioneer flight from England to Australia by erecting a suitable memorial in the Domain or the Botanic Gardens. He went on to explain that while the memorial would commemorate the flight of the Vimy, it would in fact be a memorial to honour Lawrence Hargrave. Oswald Watt was the trustee of the *Lawrence Hargrave Memorial Fund*, set up to finance the memorial. He had always considered Hargrave to be *The Father of Aviation*, and considered the flight of the Vimy to be a vindication of the pioneering work of Australia's great aviation pioneer. General Legge, Chief of the Commonwealth General Staff, also supported Watt's concept for the memorial and hoped that it would be worthy both of Hargrave and the citizens of Sydney. And so it might have been, except for the tragic drowning of Oswald Watt at Bilgola Beach on May 21, 1921.

On January 29, 1950, the centenary of the birth of Lawrence Hargrave was commemorated. The centenary was a topic of discussion at a cocktail party, on February 7, given in Sydney by Hudson Fysh to welcome Sir Miles Thomas, Chairman of BOAC, and Lady Thomas. Sir Keith Smith and 'Scotty' Allan were guests as was Geoffrey Hughes, who succeeded Oswald Watt as President of the aero club. Hughes was reminded that: "we started a fund to raise a memorial to Lawrence Hargrave. It petered out at about £300, mostly contributed by the late 'Toby' Watt. Through investments it now amounts to £1000. Yesterday it was taken over by the Commissioner of Dormant Funds."

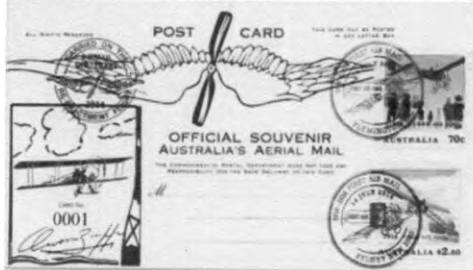
L & L's June 2014 tribute to our first President, Ron Gibson, gives the background to the opening, on December 8, 1967, of *The Lawrence Hargrave Memorial Court* at the *Museum of Applied Arts and Sciences*. The money held in dormant funds was retrieved to help finance this memorial. The memorial brought together the MAAS, the Hargrave family, the *Deutsches Museum*, and the *Royal Aeronautical Society* in a unique process of reconciliation. But 13 years later it disappeared in preparation for the new museum across the road. By 1994 the new Powerhouse Museum lodged expansion plans with Sydney City Council to try to stop developers building apartments and rail workshops around its site. Twenty years later the battle was lost. The museum will be relocated to Parramatta to make way for the developers. Hargrave for Badgerys Creek Airport anyone?...**J. Scott.**



Special number card packs... Card numbers 1, 2, 3, 4 and 1785

After consultation with many people, it has been decided to market each card with a package of specially selected booklets and other items. We aim to appeal to people who are interested in both aviation history and philately. These are available now at fixed prices: if the prices are not reached they will be auctioned, details to be advised. If you want to buy one of these cards, email [guillauxcentenary@gmail.com](mailto:guillauxcentenary@gmail.com). If you have no email phone 0403 615134. The earliest communication received will be the purchaser.

**Cards** have been signed by Owen Zupp, airline pilot and noted aviation journalist. He was the pilot of the



Jabiru aircraft that was the principal mail-carrier. See his website. No other postcards have this signature.

Also in the package are **Booklets**:



*100 years of Australian Air Mails*. Record of the re-enactment flight. Specially printed copy - title page records this.

*Maurice Guillaux in Australia, April 2014 version*, carried on re-enactment flight.

*Maurice Guillaux, Pionnier français de l'aviation australienne*, translation of the English publication by M Eric Berti, Consul-General of France in Australia, June 2014, carried on re-enactment flight, signed by M Berti.

*Australia's First Seaplane*. The story of Lebbeus Hordern's Farman seaplane, assembled by Maurice

Guillaux and team, and flown on 8 May 1914. Carried on re-enactment flight.

*Airmail Centenary Re-enactment Flight, 12-14 July 2014: Participant Handbook*, by Tony Coleiro, Pilot's guide for participants. Carried on re-enactment flight and given to participating pilots. These are the only 5 remaining booklets.

**Other items included in each package:**



Commemorative envelope, designed by noted Australian aviation artist Juanita Franzi, carried on the re-enactment flight.

French-Australian pin, carried on the re-enactment flight



Special note re card 1785: In 1914 2500 cards were printed but only 1785 were actually carried on the flight. The same number of cards was carried on the re-enactment flight. Included in this were three cards with numbers greater than 1785, which were specially ordered by people who had corresponding cards from the 1914 flight.

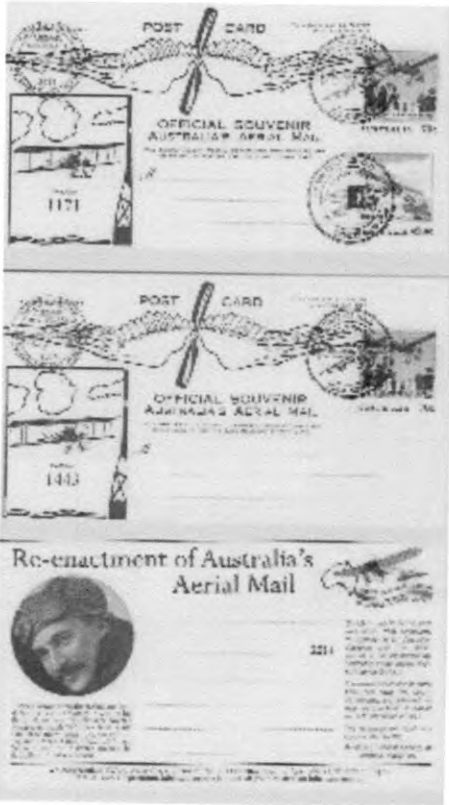
**Package costs:**

Pack with card 1785: \$100    Pack with card 4: \$140    Pack with card 3: \$160    Pack with card 2: \$200-  
Pack with card 1: \$400.

Items are protected by Vario philatelic collection sheets and held in a transparent a4 pouch. Posted to you by registered mail with full protective packaging. Email [guillauxcentenary@gmail.com](mailto:guillauxcentenary@gmail.com) or phone 0403 615 134 as soon as possible to buy.



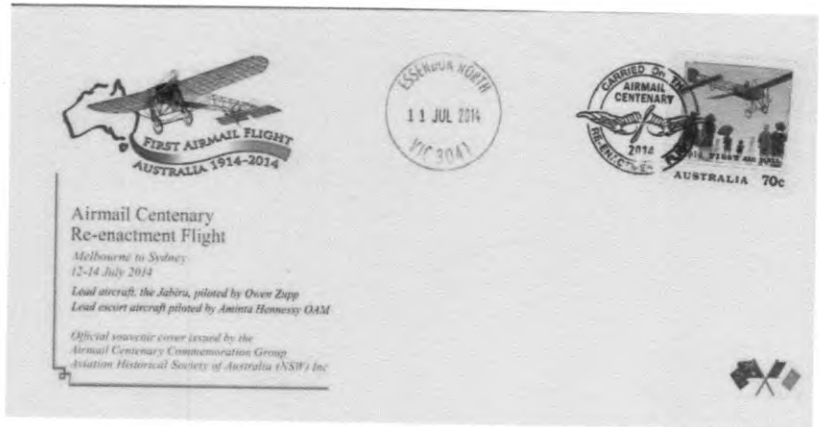
## Original postcards



As carried on the re-enactment flight. \$30 each. Can be ordered with one stamp (70c) or two stamps (70c and \$2.60). Many of these cards are available, and prices will not be reduced.

Some number selection is possible: email your special requests

## Commemorative envelopes



Envelopes, designed by Juanita Franzi of *Aero Illustrations*, as carried on the Jabiru: \$5 including postage. Postmarked at Essendon, 11 July.

## Guillaux Commemorative stamps

### Whole sheet sales



These are being sold at FACE VALUE, so you can either use them for mailing purposes or keep as collectables. Very limited supply. If you want to buy these items email [guillauxcentenary@gmail.com](mailto:guillauxcentenary@gmail.com); first emails received get the items.

100 70c Guillaux 2014 commemorative stamps \$35. LIMITED NUMBERS: ONLY 5 available.



100 \$2.60 Guillaux 2014 commemorative stamps: ONLY TWO SHEETS AVAILABLE, \$130 each

The majority of the original postcards carried a 1914 King George V 1d stamp. A centenary edition of these stamps was issued in 2014 in 70c denomination and 3 sheets of 100 are available at \$35 each.

Stamp sheets are mailed in a4 envelope with one fold as shown in the illustration of the 70c stamps.



Commemorative stamps: Small quantities

Enhance your collection! These are generally from stocks actually carried on the re-enactment flight and bear imprints accordingly.....

Card with three stamps:



Guillaux 70c, Guillaux \$2.60 and King George V \$6; stamps carried on re-enactment flight and the card is imprinted accordingly.

1964 5 penny stamp

Original 5 penny stamp on card, imprint certifying that the stamp was carried on the re-

enactment flight, in envelope with 2014 logo, \$2

1964 5 penny stamp blocks



LIMITED NUMBERS Blocks of 4 stamps, usually with edges, carried on 2014 re-enactment flight in commemorative folder; Only 4 available, \$10 each

2014 John Leah personalised stamp

John Leah, publisher of *Australian Stamps Professional*, was a great supporter of the project, which he made the main feature of his magazine, Volume 8 no 2, May 2014. His own 'take' on Guillaux's visit to Australia is a valuable addition to the historical record. He sent his magazine out with

personalised stamps, and limited numbers of these stamps are available. They are for sale at \$4 each, and this includes a copy of the magazine.



Blocks of commemorative stamps



Blocks of 70 c Guillaux stamps. Minimum purchase 4 stamps, \$1 per stamp.

Blocks of \$2.30 Guillaux stamps. Minimum purchase 2 stamps, \$2.50 per stamp.

Blocks of 70c King George V centenary stamps. Minimum purchase 4 stamps, \$1 per stamp

We will include as many borders, gutters etc as possible but there are no promises! These stamps have been carried on the re-enactment flight.



Souvenir pins



French-Australian collectable pins, \$4 each; carried on re-enactment flight.



## Booklets

These booklets may be purchased ready-printed, or the content files and other material may also be downloaded free from <http://www.australiasfirstairmail.com/about/about.htm> . Our printed booklets are a5 size, stapled with colour laser-printed covers. The following are available.

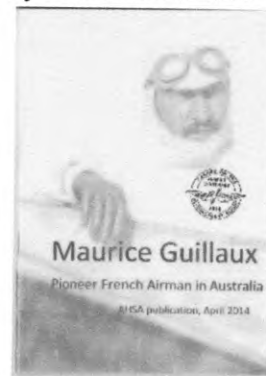
Record of the re-enactment flight.



We believe that this was the largest such event to have been held in Australia. Over 30 aircraft took part at various stages. The main mail was carried in an Australian-designed, Australian-made Jabiru, escorted by two Cessnas. A second load was carried in a range of historic aircraft including a de Havilland Dragon Rapide and an Avro Cadet of 1930s vintage. The flight was welcomed by crowds of enthusiasts at every stop. Booklet has 36 a5 pages and many illustrations. \$10 each.

Maurice Guillaux: Pioneer French Airman in Australia. April 2014 edition.

Four copies are available with stamp imprint certifying that they were carried on the re-enactment flight. 44 a5 pages. \$15 each.



Maurice Guillaux: Pioneer French Airman in Australia. June 2015 edition.

These contain additional material to the version listed above, including a brief description of the re-enactment flight. 36 a5 pages. \$10 each.



Maurice Guillaux: Pionnier français de l'aviation australienne.

The April 2014 English version translated into French by M Eric Berti, Consul-General of France in Australia, 48 a5 pages. 4 copies available with stamp imprint certifying that they were carried on the re-enactment

flight, \$15 each; without stamp \$10.



Australia's First Seaplane (and related matters).

The story of Lebbeus Hordern and his Farman seaplane which was assembled and flown by Maurice Guillaux and his team. Includes the later history of the

aircraft, and of Hordern's later seaplane activities. 32 a5

pages. 6 copies available with stamp imprint certifying that they were carried on the re-enactment flight, \$15 each; without stamp imprint \$10.



Library Pack:

4 books (record of re-enactment, Australian and French versions of Guillaux in Australia, Australia's first seaplane), numbered 2014 postcard, commemorative envelope, in plastic satchel \$65, save \$10+:. Buy for yourself or donate to your local school or council library....

The **stamp imprint** certifying that items were carried on the re-enactment flight was based on the motif on the original postcards and is similar to that produced for the 1964 re-enactment. It was designed by Juanita Franzi of *Aero Illustrations*. It has been destroyed.





# Centenary air mail flight 2014.



Order form. (Please read carefully).

We do not have either the expertise or the money necessary to set up either an ebay store or, as we had previously, a Wordpress store. So we have to use this procedure:

1. Work out your order by reading the catalogue and either mail or email this order form to us. ([guillauxcentenary@gmail.com](mailto:guillauxcentenary@gmail.com) or PO Box 301 Pymont NSW Australia 2009). We will check on the availability of stock and advise the total to be paid. Stock will be reserved for one week pending payment. **There are no postage costs, and orders over \$30 are sent registered mail.**
2. You can then pay by cheque or direct bank deposit as listed at the end of this order form.
3. On receipt of payment orders will be posted out: orders over \$30 will be sent registered mail. Where an email address is available an email will be sent advising the postage date.

**Items marked with \* have been carried on the re-enactment flight and bear the imprint of the specially-made rubber stamp, which has now been destroyed.**

## Special postcard packs (numbers 1, 2, 3, 4 and 1875)

See instructions on catalogue page 2. Pack with card 1785: \$100 Pack with card 4: \$140  
 Pack with card 3: \$160 Pack with card 2: \$200 Pack with card 1: \$400.

## Original postcards

As carried on the re-enactment flight. \$30 each (registered post)

Item	Availability	Price	No ordered	Amount payable
*Cards with 2 stamps	200+	\$30		
*Cards with one stamp	Fewer than 109	\$30		

Shops and organisations such as aero clubs and stamp clubs contact us for special deals.

## Commemorative envelopes

Item	Availability	Price	No ordered	Amount payable
*Commemorative envelopes	134	\$5		

## Guillaux Commemorative stamps: Whole sheets

Item	Availability	Price	No ordered	Amount payable
50 70c Guillaux 2014 commemorative stamps	5 SHEETS	\$35		
50 \$2.60 Guillaux 2014 commemorative stamps	2 SHEETS	\$130		
50 70c Centenary edition of 1914 King George V 1d stamp.	5 SHEETS	\$35		

## Blocks of 2014 Guillaux Commemorative stamps

Item	Availability	Price	No ordered	Amount payable
Blocks of 70 c Guillaux stamps. Minimum purchase 4 stamps	many	\$1 each	(4+)	
Blocks of \$2.30 Guillaux stamps. Minimum purchase 2 stamps	many	\$2.50 each	(2+)	
Blocks of 70c KGV centenary stamps. Min purchase 4 stamps	many	\$1 per stamp	(4+)	



## Commemorative stamps: Small quantities

Item	Availability	Price	No ordered	Amount payable
*Card with Guillaux 70c, Guillaux \$2.60 and King George V stamps	50	\$6		
*1964 5 penny stamp on card	67	\$2		
*Blocks of 4 1964 5 penny stamps carried on re-enactment flight	4	\$10		
*John Leah personalised stamps (70c, 2014) with copy of magazine	20	\$4		

## Books

Copies of these and other publications are downloadable at no cost: see website

Item	Availability	Price	No ordered	Amount payable
100 Years of Australian Air Mails (report of re-enactment flight)	printed as needed	\$10		
*Maurice Guillaux: Pioneer French Airman in Australia. (April 2014)	4 only	\$15		
Maurice Guillaux: Pioneer French Airman in Australia. (June 2015)	printed as needed	\$10		
* <i>Maurice Guillaux, Pionnier français de l'aviation australienne</i> , tr. Eric Berti from English original	4 only	\$15		
<i>Maurice Guillaux, Pionnier français de l'aviation australienne</i> , tr. Eric Berti from English original	printed as needed	\$10		
*Australia's First Seaplane	6 only	\$15		
Australia's First Seaplane	printed as needed	\$10		
Library pack: 4 books, 2014 numbered card, 2014 commemorative envelope	prepared as needed	\$65		

## Souvenir

Item	Availability	Price	No ordered	Amount payable
*French-Australian collectable pins,	20	\$4		

**Total amount of order:** \_\_\_\_\_

Direct Credit Bendigo Bank Pyrmont BSB 633000 Account 144859287 in name of T H Lockley. Put your family name and AHSA as comments, otherwise crossed cheque to T Lockley at address below. Do not send money until we can check stock and advise the amount payable.

**Buyer's contact details - Name, address, email, phone.....**

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**Questions /Comments:** Tom Lockley, [guillauxcentenary@gmail.com](mailto:guillauxcentenary@gmail.com) , PO Box 310 Pyrmont NSW 2009, or if urgent phone 0403 615 134.





# 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 AHSA (NSW) Inc

AUGUST 2015 ~ No 497

**THE AHSA (NSW) AUGUST MEETING** will be held at the Australian Aviation Museum Bankstown on Wednesday, 5th August 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 following the meeting.

**The speaker will be Ray Clamback**, of Clamback & Hennessy, Bankstown. Ray's aviation expertise is well recognised, and the opportunity to hear some of Ray's flying experiences will make this an opportunity not-to-be-missed.

**A Committee Meeting was held** on July 8th during which discussions were held to determine the rules and regulations that would have to be set for an **AHSA aviation photographic competition**. A preliminary date of Easter 2016 was suggested to allow time for publicity and judging. Venues for display of the photos were considered with the aim of advertising AHSA and recruiting more members.

**The July meeting** included Ian Debenham's centenary talk on Lawrence Hargrave (d. July 1915 - July 2015).

### Some Hargrave family statistics:

**Lawrence Hargrave**, MRAeS, (29 January 1850 – 6 July 1915) : engineer, explorer, astronomer, inventor and aeronautical pioneer.

**Married** Margaret Johnston 7 September 1878;  
domicile was a Fort St terrace, Sydney  
Appointed Extra Observer (Astronomical) 1.10.1878

### Children

1. Helen Anne (Nellie) - 22 June 1879 (Mrs Nellie Gray)  
born at Rushcutters' Bay House (Judge Hargrave)
2. Hilda 18 June 1883 (b. North Sydney) nurse
3. Margaret (Meg) 17 April 1889 (b Rushcutters' Bay\*)
4. Brenda 20 May 1890 (b \*) d. 9 mths 1891
5. Geoffrey Lewis 21 March 1892 (b \*)  
d. Gallipoli May 1915
6. Brenda Olive 27 May 1893 (b \*)

August 1893 moved from Rushcutters' Bay to Hillcrest, Stanwell Park

**Recognition:** **Unanimously elected** to Membership of the Deutsches Museum, Bavaria - made a Life Member; awarded the **Cross of Honour of the Royal Order for Distinguished Services of St Michael** - King George V refused permission to wear it & medal & certificate were returned to Germany (WW I).

**LH d.** Lister Private Hospital : Peritonitis following an operation for suspected appendicitis.  
Buried Waverley Cemetery

**THIS MEETING MARKED 12 MONTHS** since the notable re-enactment flight commemorating the Australian airmail delivery by **Maurice Guillaux**.



Tom Lockley elaborated on his research:

Noted aviation journalist Norman Ellison wrote his major book, *Flying Matilda*, in 1957. It contains a major account of a flight by Maurice Guillaux, when in 1917 he was at the training camp of what became 5 squadron, Australian Flying Corps. Ellison describes a flight made in an 80 horsepower Farman aircraft in which Guillaux carried six named airmen into the sky, two in normal seats and two strapped to either wing.

However there is one problem about this story. The earliest date that it could have occurred is when the squadron was stationed at Shrewsbury airfield, England, which occurred in mid-June, 1917. By this time Guillaux had been dead for two months, making it impossible for him to be the pilot!

Victorian aviation historian Gary Sunderland suggested that perhaps the pilot was Jean-Claude Marduel, a French national living in Australia, who was taught to fly by Guillaux, took over his flying activities at Ham Common (Richmond) and went overseas with Australian airmen in 1917. But on investigation this cannot be sustained.

**Marduel** joined the services on 3 March 1916. Though a French citizen, he claimed that he was indeed born in the British Jersey Islands, and went to Egypt as aviator with an Australian group that formed the nucleus of what became 1 Squadron, Australian Flying Corps. However Marduel was discharged from the services on 6 September 1916 in Melbourne, having served a total of 187 days. Of these, 93 days were in transit to and from Egypt, and he spent 64 days in hospital with rheumatic arthritis (gout). In the remaining 30 days he certainly did not travel to England, and in any case the time period was wrong for Marduel to be the aviator referred to by Ellison.

**Marduel** was declared unfit for service in Egypt, but on his return to Australia he became a naturalised



Australian and commissioned as Lieutenant. He became an instructor at Point Cook, but remained in Australia for the remainder of the war. He resigned in early 1918 and from then to his death in 1939 was active in the aviation industry, and a prominent figure in the Australian-French community. So Marduel was definitely not the pilot referred to by Ellison.

We know that Guillaux was employed by Morane-Saulnier, and that he delivered aircraft to the Royal Flying Corps during late 1915 to early 1917. We know that he was a very experienced pilot and technician, with amazing expertise in rigging aircraft: at this time this was a rare skill. Correct rigging of the aircraft was vital to its safety and success.

So Ellison's graphic description of Guillaux's flight with the Australians is completely wrong, though it forms the basis for statements in at least four other books of Australian aviation history. The search continues for definite information of Guillaux's activities after he reached Europe in December 1914, having travelled to Alexandria as an honoured guest with the first detachment of Australian forces to be sent to World War I.

TL

#### Guillaux wind-up.

As forecast, it is planned to display in buildings some commemorative plaques that are relevant to the Australian career of Maurice Guillaux. So far we have raised enough money to install four plaques. The plaque for AAMB is being used as a demonstration model and will eventually be installed. The other three plaques will go to Jabiru aircraft, escort pilot Jackie Milroy, and Harden High School. Apart from the Bleriot in the Powerhouse Museum, Harden High School has the only relic of Guillaux's time in Australia – a circle of concrete pavers that indicate the spot where he landed.

Tom Lockley also introduced the revised Guillaux website and discussed the marketing plans for the remaining Guillaux merchandise.

A catalogue of merchandise that is still available was included with the July newsletter. Please spread the word, particularly to your philatelist friends!

TL

#### BOOK LAUNCH: *French Lives in Australia*

On 15th July 2015 Tom Lockley, Christine and Paul Ewoldt and Judy Rainsford attended a book launch at the State Library of NSW. *French Lives in Australia*, is a Collection of biographical essays conceived and introduced by Eric Berti (French Consul General of France in Sydney (2012-15)).

The Foreword explains: 'The French share a long history with Australia beginning well before the arrival of Comte de Laperouse who landed at Botany Bay just a few days after the arrival of the First Fleet' ..... 'For a long time the French presence in Australia remained understated, no doubt due to the complex relationship between

France and Britain during the early years of Australia's modern history.'

AHSA member, Tom Lockley, with Eric Berti, had further researched the background of Maurice Guillaux and a chapter on Guillaux's aviation achievements is included in the book. References to our pilots Owen Jupp and Aminta Hennessy are in the *Epilogue: the commemorative flights* - p 409-413.

After almost nine months' gestation, the Anthology's inclusion of the centenary flight organised by AHSA NSW's *Airmail Centenary Group* further achieves the AHSA's aim to commemorate and remember this most interesting historical Melbourne to Sydney aviation record.

For enquiries to obtain copies contact Tom Lockley.

GUILLAUX CENTENARY FLIGHT  
2015  
PURCHASE YOUR POSTCARDS  
& FIRST DAY COVERS  
NUMBERS STILL AVAILABLE  
TO COMPLETE YOUR  
COLLECTION  
email: guillauxcentenary@gmail.com



**THE ORDER OF AUSTRALIA (AM) IN THE GENERAL DIVISION was awarded to Barry Collins, former Committee Member and current member of AHSA (NSW).**

The Citation on the GG website is:

**Mr Barry Frederick COLLINS, Strathfield NSW 2135**

For significant service to chemical engineering, through contributions to the mining, paper, and steel industries, and to the community.

**Chairman**, Nalco South East Asia Pty Ltd and P.T. Nalco Perkasa, 1989-1991. Chairman, Catoleum New Zealand, 1988-1991. Managing Director, Catoleum and Chief Executive Officer, Catoleum Catalysts, 1980-1991; Works Manager, 1963-1980. Responsible for the introduction of the production of 'cracking catalyst' to the refining of oil in Australia. Chemical Engineer, ICI Australia, 1955; Seconded to ICI India, 1958-1960.

**Professional** organisations include: Chairman, Australian National Committee, Institute of Chemical Engineers, 1986-1988; Fellow, Fellow, Engineers Australia, since 1986. Education: Chairman, Chemical Engineering Foundation of Sydney University, 1989-1990. Member, Institution Panels for Accreditation of Australian University courses, 1985-1995. Community: Chairman of the Executive, Trinity Grammar School Council, 1982-2001; Council Member, 1980-2001; Member, Building and Grounds Committee. President, Rotary Club of Maroubra, 1971-1972.

WB

**Members of AHSA congratulate Barry on the award of this prestigious recognition of his achievements.**



AHSA member, Gary Sunderland, contributed further information on the Mesopotamian campaign after reading the July Newsletter:

### THE MYTHS & MYSTERIES OF MESOPOTAMIA

Starting with the **mystery**, the Australian Government received a cable from the Viceroy of India dated 8th February 1915 requesting aviators and aircraft etc. (*Cutlack - Official History Vol. 8, A.F.C.*). They replied offering two airmen plus mechanics, but "no aeroplanes were locally available". (p 422).

In fact the A.F.C. had two BE2 observation machines and the Farman "Hydro" floatplane, all three more than available. One BE2 and the "Hydro" were crated up for service in New Guinea, so the Australian Government and the Army were well aware of the type of machines which were suitable for operational use. Most of the training at C.F.S. was on Boxkites, and the "fast machines", namely the BE2 were mainly employed for passenger flights.

**Current** historians continue to complain about the poor performance of the Farman and Caudron aeroplanes provided to the Indian forces, whereas the Australian Government was responsible in the first place. So who took this decision and on what basis? Surely the Australian aircrew should have been given the best aeroplanes available?

The Australian "Half Flight" left for Mesopotamia in April 1915 arriving in Bombay in April. At that point they became part of the Indian Army under Captain Hugh Reilly, O.I.C. of the Indian Army flying unit. In May 1915, Reilly, a New Zealander by birth, was promoted to Major in charge of the "Mesopotamia Flight". At that point the "Half Flight" ceases to exist.

The promotion of Reilly to Major was unusual. Normally, in the R.F.C., Captains are in charge of Flights and Majors head Squadrons. This promotion was obviously to establish a clear chain-of-command from the Indian Army to the attached Australians. Apart from providing the three Farmans, and later two Caudrons, the Indian Army supplied most of the personnel of the "Mesopotamia Flight". (*Martin:- A Passion for Flight - Volume 3.*)

The first operation of the "Mesopotamia Flight" was led by Major Reilly, who had previously flown in France with No 4 Squadron R.F.C. Captain Henry Petre flew the second Shorthorn on this reconnaissance flight.

**Major** Reilly continued to command the flight during its existence, until it was expanded with the formation of No 30 Squadron R.F.C. from the remnants, with Major Reilly now in command of 30 Squadron R.F.C.

**Major** Reilly was forced down and captured on 21 November 1915. He was awarded the D.S.O. for his leadership of the "Mesopotamia Flight" and later No 30 Squadron. Reilly survived his capture by the Turks and remained in the R.A.F.

He retired as a Group Captain in 1934.

The myth of the "Australian Half Flight" – with "attached New Zealanders" – remains with the RAAF and local historians.

The RAF, Indian and New Zealand historians would not agree!

GS  
Two unidentified members of the Mesopotamia Half Flight seated in a Maurice Farman Shorthorn aircraft in 1916.



AWM

**THE AUSTRALIAN AVIATION HALL OF FAME (AAHOF)** Chairman announced the inductees for 2015 at a ceremony on 24 June 2015 at Parliament House, Sydney, in front of a gathering of aviation figures. The inductees are:

- **Henry Millicer** The Polish-Australian aircraft designer and pilot responsible for the Victa Airtourer.
- **Sir Patrick Gordon (PG) Taylor** Aviation pioneer and author; with Sir Charles Kingsford Smith on a King George V jubilee airmail flight in 1953 which struck trouble on the way to New Zealand. Sir Patrick saved the day by collecting oil from a damaged engine and transferring the oil to the other engine to ensure the flight could return safely to Sydney.
- **Donald Anderson** A former RAAF pilot; served as the first Director-General of Aviation from 1956 to 1973. He then became a Qantas board member after stepping down as D-G.
- **Charles T P Ulm** Aviation pioneer who was a WWI veteran; Sir Charles' copilot when the pair crossed the Pacific Ocean in 1928 - nominated by AHSA, NSW.
- **John Macknight** Regional aviation pioneer; founded his own airline in 1970 and made a significant contribution to rural aviation in Wagga Wagga and beyond as a founding member of the Regional Aviation Association of Australia.
- **Harry Schneider** Glider pilot; designed, built and test-flew Australia's most successful range of sailplanes. Over 100 Schneider machines built between 1952-1972. In 1966 awarded the Oswald Watt Gold Medal by the Royal Federation of Aero Clubs in Australia "for the most brilliant performance in the air or the most notable contribution to aviation by an Australian or in Australia."; Set several Australian gliding records.
- **The Southern Cross Award** acknowledges the **Temora Aviation Museum**

**The 2015 Gala Induction Dinner and Ceremony will be held in Joyes Hall, Charles Sturt University, Wagga Wagga NSW 2650 at 6pm, Saturday 19 September 2015**

**Dress: smart casual**

Tickets may be purchased online.

**Organised by:** Australian Aviation Hall of fame Inc  
**Phone:** 0411 222205  
**Email:** kcarmichael@aaahof.com.au  
**Web:** www.aaahof.com.au  
**Email:** info@aaahof.com.au

**THE AUSTRALIAN AVIATION HALL OF FAME** is an Incorporated Association based in Wagga Wagga, NSW, Australia, and is the brain child of Paul Tyrrell, CEO of the Regional Aviation Association of Australia. Paul, along with Chris Manning, Chairman of the Australian Aviation Forum and retired Chief Pilot of Qantas, decided that urgent action was needed to establish the Australian Aviation Hall of Fame.



Every day a special part of Australia's aviation heritage passes on with the people who were involved in it. Like all history, unless those who remain tell the stories of those before, those stories are lost forever.

They believed that for AAHOF to be a success it needed to be not located in a large capital city where it would be swamped by many other attractions, not be located in Canberra where, similarly, it would be just another national memorial, but in a regional location with good access, close ties with the industry, tertiary education institutions with affiliations with aviation and a very supportive local government organisation and community.

That location was found in Wagga Wagga, NSW. With just a few phone calls an enthusiastic group was formed in Wagga Wagga in early 2010 and work commenced to establish the AAHOF organisation.

The Australian Aviation Hall of Fame was officially launched in Wagga Wagga, New South Wales on 24 August 2010. The launch event was a special Reception held by the Mayor of Wagga Wagga, Councillor Kerry Pascoe and sponsored by Qantaslink.

Membership of the Association is drawn from:

(a) organisations which are properly constituted associations incorporated in Australia under relevant Commonwealth, State or Territory law representing a sector or union or professional body of the aviation industry;

(b) organisations which are an Australian Company properly registered under the Corporations Act 2001 of the Commonwealth and trading as an airline operating under a High Capacity Air Operator's Certificate issued by the Australian Civil Aviation Safety Authority and which is not a member of an association referred to in (a);

(c) the Wagga Wagga City Council;

(d) Charles Sturt University;

(e) an approved Founding Partner of the association;

(f) the founding natural persons who established the association.

The Association is operated and managed by a Committee (known as the Board of Directors) drawn / elected from its membership. Wagga Wagga City Council and Charles Sturt University have automatic representation on the Committee. A copy of the Constitution of AAHOF is available.

Wagga Wagga mayor Rod Kendall said he was hopeful the Hall of Fame would soon move beyond its virtual presence via the aahof.com.au website and come to life at the city's local airport.

The council's plans, for a physical display as part of its submission to upgrade the airport, had reached the final stage of consideration under the regional tourism and infrastructure fund. The submission calls for an electronic display wall so that the Hall of Fame "can start to have a real and ongoing physical presence".

"The display will include an electric and static display for inductees and other pieces of significance that AAHOF wish to display," Kendall said.

The council was also working with AAHOF to display, within the airport terminal, a full-sized replica of the first Australian designed and flown aircraft, which was built and flown by John Duigan.

The replica was expected to be finished in time for the 2015 AAHOF induction dinner in September.

There were also plans for a larger terminal and improvements to taxiways to improve the operation of the airport.



### RAAF MUSEUM ACQUIRES AN R.E.8.



This pic taken at the Avalon Airshow earlier this year of the TVAL R.E.8 and their Bristol F2B, before being obtained by the RAAF and TAVAS respectively.

Part 2

The Vintage Aviator Ltd (TVAL) brought 10 aircraft over from NZ for the Avalon Airshow, but left with far fewer. The Bristol F2B of course flew home to TAVAS. What wasn't so well publicised at the time was that the R.E.8 and SE5a were left here, looking for new homes as well. They were delivered to Point Cook where they could be hangared until new owners were found.

TAVAS had been offered both aircraft for purchase, but that just wasn't going to happen. It had taken so long to get the Bristol sale across the line, (see July SS) which was only possible with the assistance of Jack McDonald, and each of these other aircraft cost substantially more. That's not to say they weren't worth it, it's just we simply couldn't come up with the money they required.

This is exactly the sort of thing the Government funded Anzac grants should be supporting – but is the absolute last thing you can get the money for. In an ironic twist, purchase of such accurate and historically correct and relevant museum pieces don't fall within any of the recognised criteria for funding – yet you'd be dumbfounded by what truly absurd things do!

Just recently the RAAF museum at Point Cook announced that the acquisition of the TVAL built R.E.8 reproduction for the RAAF Heritage collection, had been endorsed.

This is a fantastic aircraft to have on our shores. It really was one of the centrepieces of the Avalon Airshow and the type had such a significant combat history with 1 and 3 Sqn AFC during the war.

Between September 1917 and November 1918, 3 Squadron AFC accrued almost 10,000 hours of war flying



in France, with impressive results: 16 enemy destroyed, 8 sent out of control and 27 forced down - for just 11 R.E.8's destroyed. Six of them were lost due to enemy action and 5 to 'other causes'; 11 pilots were killed and 12 wounded; 13 observers were killed and 12 wounded.

#### General Characteristics

Crew: 2 (pilot & observer/gunner)

Length: 27 ft 10 in (8.5 m)

Wingspan: 42 ft 7 in (12.98 m)

Height: 11 ft 4 in (3.47 m)

Wing area: 389 ft<sup>2</sup> (35.07 m<sup>2</sup>)

Empty weight: 1,577 lb (717 kg)

MTOW: 2,862 lb (1,301 kg)

**Powerplant:** 1 × Royal Aircraft Factory 4a air-cooled 12-cylinder inline engine, 150 hp (112 kW)

#### Performance

Maximum speed: 102 mph (164 km/h)

Service ceiling: 13,500 ft (4,115 m)

Rate of climb: 22 minutes to 10,000 feet

#### Armament

1 x .303 in (7.7 mm) forward-firing Vickers gun

1 or 2 x .303 in (7.7 mm) Lewis guns in rear cockpit

up to 224 lb (102 kg) bombs

It is hoped that the SE5a can find a worthy home here as well. It would be a shame to lose such an iconic fighter and one that served with both AFC and RAAF squadrons.

TAVAS will have an accurate looking and performing flying SE5a flying this year, but sadly without the magnificent reverse engineered Hispano Suiza engine that the TVAL examples are fitted with.

You can keep up to date with all the TAVAS news and more details via the regular posts at [www.facebook.com/tavasww1](http://www.facebook.com/tavasww1)

## ONE HUNDRED YEARS AGO.

### August

- 09 Zeppelin raids continue on the east coast of England.
- 10 Bristol Boxkite CFS 8, the first military aircraft built in Australia, makes its first flight at Point Cook.
- 12 A Zeppelin raid on the east coast of England causes 29 casualties.  
Fit Comdr C. H. K. Edmunds of the RNAS, flying a Short 184 seaplane, drops a torpedo in combat for the first time while attacking a Turkish ship in the Dardanelles.
- 19 Col H. M. Trenchard takes over command of the RFC from Lt Gen Sir David Henderson.
- 25 62 French aircraft raid blast furnaces in the area of Dillingen, Germany.
- 30 Zeppelin raids over England cause the deaths of 89 civilians.
- 31 The first French ace, Adolphe Pegoud, is killed in combat. He had scored six victories. JS

## COMPUTER CIRCUIT

- **MQ-4C Triton Unmanned Aerial System for Australia HD**  
<https://m.youtube.com/watch?v=9LkWU8aLf9o&autoplay=1>

• **CARPLANES** are starting to catch on. A company in Braunschweig Germany hopes to have a prototype Carplane ready this month according to the July edition of the RAEs Aero Space magazine.

• **AEROMOBIL** Truly amazing.. heavens knows what the price will be! It has an off the shelf rotax 912 engine so that is good. There are plenty of aircraft flying right now with that same engine. Beautiful design....The Germans are always coming up with incredible stuff. This has to be one of the slickest machines ever engineered.

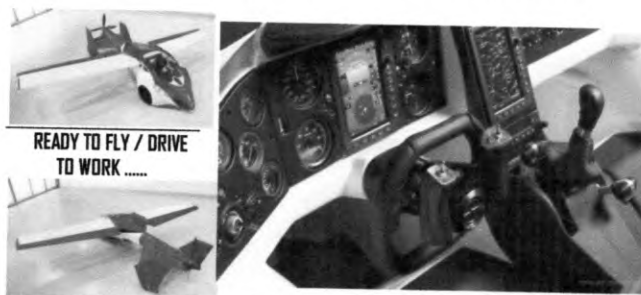
<http://www.aeromobil.com/>

See also:

- **Autobahn To Airborne: Germany's Carplane Unveils Flying-Car Prototype**

[http://aviationweek.com/technology/autobahn-airborne-germany-s-carplane-unveils-flying-car-prototype#slide-0-field\\_images-1292801](http://aviationweek.com/technology/autobahn-airborne-germany-s-carplane-unveils-flying-car-prototype#slide-0-field_images-1292801)

..... Now all we need is take off length lay byes on all our Motorways and traffic jams problems would cease! PM



## SYDNEY AIRPORT January 1971 - WHERE ARE THEY NOW ?



→ **TAA Electra VH-TLB** taxis past a Caltex aviation fuel tanker. The aircraft entered service in July 1959 and had its last flight with TAA in Feb 1971. It was damaged beyond repair at the San Salvador airport in February 1980 and scrapped.



**OUR PROGRAMME ORGANISER**, Paul Ewaldt, 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.



**TEMORA AVIATION MUSEUM HOSTS BOMBER COMMAND VETERANS**



Aircraft Showcase -

Temora Aviation Museum played host to some special guests when a contingent of veterans from the Australian Bomber Command Association visited Temora and the

Museum during *Aircraft Showcase*.

The veterans have achieved great things, but probably none more so than veteran Bill McRae DFC AFC who has reached 102 years of age. Born in Northern NSW in 1913, Bill was working for the Bank of NSW and was transferred to London just prior to the outbreak of World War II. It was then that Bill joined the Royal Air Force to train as a pilot. Bill's first posting was to Cairo with the Desert Airforce and he eventually attained the rank of Squadron Leader.

Australian Bomber Command Association President, Dr. Ronald Houghton DFC, Legion of Honour said, "I joined the RAAF Reserve in 1941 and enlisted in May 1942 and I actually commenced my training at Temora No.10 Elementary Flying Training School (10EFTS). To be able to revisit Temora where it all began so many years ago is going to be something really special; I know in talking with some of the other veterans and their families who are attending, they too are truly looking forward to this trip." Ron Houghton is a member of AHSA.

Visitors who attended the Museum had the opportunity to hear from the Bomber Command Veterans during a special Q&A session as they shared some stories about their service in Bomber Command during World War II. WB

**AVIATION CALENDAR OF EVENTS**

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

**AUGUST 2015**

**Temora Aviation Museum, Temora, NSW.**

- 01 Theme Fighters: Spitfire, Meteor, Boomerang
  - 15 Theme Vietnam, Long Tan: A-37B Dragonfly, Bird Dog, Spitfire
  - Sep 05 Frontline Fighters: Spitfire, P-40 Kittyhawk, Boomerang
  - Sep 19 WWII Pacific Theatre: Hudson, Wirraway, Spitfire, Ryan
- TEMORA AVIATION MUSEUM'S 3RD BIENNIAL "WARBIRDS DOWNUNDER" AIRSHOW** will be held on November 20th and 21st 2015. Early bird tickets are now on sale, premium tickets are still available also Friday, Saturday and Two Day general admission passes. The addition of the Friday evening airshow is sure to be popular for those wanting to attend as *Warbirds Downunder* continues to develop itself as an event for the entire family. The expanded camping has also gone on sale. Demand has been strong but plenty of campsites are still available. Both event and camping tickets can be purchased from the *Warbirds Downunder* website : [www.warbirdsdownunderairshow.com.au](http://www.warbirdsdownunderairshow.com.au) **Squadron Tent Barracks** also available for that opportune *Glamping* experience; located on the airfield you will not

find a more convenient way to experience *Warbirds Downunder 2015*.



Warbirds Downunder 2015

For more information contact the Temora Museum: 02 69771288 or website: [http://www.aviationmuseum.com.au/vistor\\_information/flying\\_dates/#sthas.h.XVV0rv12.dpuf](http://www.aviationmuseum.com.au/vistor_information/flying_dates/#sthas.h.XVV0rv12.dpuf)



**FOR THE TRAVELLER**

**22 Aug - 22 Aug Aviation Careers Expo**

The 2015 Aviation Careers Expo is back for its 15th year, offering aviation enthusiasts the chance to immerse within an environment of aviation action!

15-25 Boronia Road, Brisbane International Airport Aviation Australia.

**29 Aug - 30 Aug Gathering of Eagles - Australia**

Watts Bridge Memorial Airfield Inc. invites all aviation enthusiasts to be a part of our annual fly-in the "Gathering of Eagles - Australia", staged across two days. Overnight camping on the airfield is encouraged.

**September 2015**

**12 Sep - 12 Sep Wings Over Warwick**

Massie Warwick Aerodrome QRAA inc, Warwick Aero Club annual fly-in at Warwick Aerodrome, Massie. Catering for pilots, aviation enthusiasts and the general public. Free admission. Food and drinks available.

**13 Sep - 13 Sep RVAC Dawn Patrol**

Moorabbin Airport RVAC: *Dawn Patrol*, an annual event, now in its 37th Year. It commemorates the Battle Britain and other theatres of war. This year will be very special being **75th anniversary**. The day starts with a dawn flight around the bay, hangar breakfast, entertainment, etc...

**2016**

25 - 27 March : Warbirds Over Wanaka International Airshow 2016  
 Wanaka Airport, New Zealand: Airshow over three days at Easter, 25-27th March. One of the four best *Warbird Airshows* in the world and the largest in the Southern Hemisphere. Over 80 aircraft, mainly Warbirds; ground displays; Warhorses; aircraft for sale; sport aircraft, etc... <http://www.australianflying.com.au>

→→ **RAAF Museum, Point Cook, Vic.** →→

**Any Tuesday, Thursday or Sunday:** 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), & Tiger Moth. All these aircraft types served with the RAAF. Visit the web site to check the Museum is open.

→→ Thank you Peter Coates, John Scott, Tom Lockley, Gary Sunderland and aviation friends for submissions to this newsletter. Contributions should be sent to the Newsletter Editor: [judyrainsford@hotmail.com](mailto:judyrainsford@hotmail.com)

*jr27 AHS A (NSW)*



## **LOOPS AND LANDINGS**

Inspired by John Kingsford-Smith

### **The Case Of The Contrasting Headstones.**

Browsing the ABC web site recently, I was captivated by a photograph posted on June 17, titled: "Rain clouds rolling in over Longreach Cemetery". It is a truly dramatic photograph, looking out over the flat terrain of the old section of the cemetery towards an horizon obscured by low scrub, with a menacing storm front rolling in from the south west. I visited this cemetery in October, 2008, to pay my respects to Archer Robert Prendergast, who lost his life in an air accident on November 15, 1934. Last month I commented on the austere headstone placed on the grave of Lawrence Hargrave in Waverley Cemetery. Just as there is a contrast between the isolated, inland setting of the cemetery at Longreach, and the location of Waverley Cemetery on the top of the cliffs at Bronte, with its sweeping view out to the Tasman Sea, so too is there a contrast between Hargrave's headstone and the more elaborate headstone on Prendergast's grave. The words also contrast with those for Hargrave.

**SACRED**

**TO**

**THE MEMORY OF**

**ROBERT ARCHER PRENDERGAST**

**R.N. (RET.) AND R.A.F. (RET.)**

**BELOVED SON OF**

**MAJOR AND MRS. PRENDERGAST**

**DURBAN, SOUTH AFRICA.**

**BORN 4TH JANUARY 1901.**

**KILLED IN AN AIR CRASH NEAR LONGREACH.**

**15TH NOVEMBER 1934.**

Although the headstone gives the order of Prendergast's given names as Robert Archer, the Longreach Cemetery Register records the order correctly as Archer Robert. He was born in Durban, South Africa, on January 4, 1901, at a time when military forces from Australia were involved in the Boer War. His father was an officer in the British Army, and it was not surprising that the young Prendergast enlisted early as a cadet in the Royal Navy. He saw active service from 1916 to 1918 with the Royal Navy during the Great War. By the time he was demobilised in 1919, he had barely turned eighteen. By 1923 Archer Prendergast was living in London and qualified as a pilot. He subsequently joined the Royal Aero Club.

At the end of the war the RAF had over 295,000 serving members, which reduced to 20,000 within 18 months of the armistice. However, by the early twenties, as the post war responsibilities of the RAF increased with overseas detachments required to Egypt, Iraq, India's North West Frontier and the Far East, recruiting was once again necessary. Attracted to a career in aviation, Prendergast enlisted in the RAF and, having graduated from his training in the U. K. with above average commendations, found himself on a troopship bound for Karachi. During 1925 his duties involved flying as a test pilot in Karachi. Later he served with a unit based near the Khyber Pass on India's North West Frontier. His name is mentioned in connection with the air evacuation of personnel from the British Legation at Kabul, Afghanistan, during December, 1928.

In 1930, Prendergast resigned from the RAF and joined Imperial Airways as a pilot with the North African Division, based at Khartoum, Sudan. On March 30, 1929, Imperial Airways opened its first through service between London and Karachi. In December a trial Indian service extended the route to Jodhpur and Delhi. Prendergast soon found himself transferred to the England - India route. In April and May 1931, he was a member of the team of Imperial Airways pilots, with the co-operation of Qantas and the first ANA, which carried out two experimental airmail flights with a view to extending the London - Karachi service all the way to Melbourne. In the process of planning the extension of the regular service to Australia, difficulties were experienced by Imperial with both the Indian and Australian governments. By early 1933 Imperial smoothed these difficulties by forming alliances with Indian Trans - Continental Airways and Qantas. It was in this context that a route proving flight, from



England to Australia was planned.

Herbert Brackley, Air Superintendent of Imperial Airways, was given the responsibility of organising the route survey. Although a young and relative newcomer to Imperial, Archer Prendergast was selected as pilot-in-command of the survey aircraft because of his considerable experience of flying conditions along the route. The aircraft selected was the latest in airline technology, built to the design requirements of Imperial Airways. It was an Armstrong Whitworth AW.15 *Atalanta*, the prototype of which made its maiden flight on June 6, 1932. With its high wing monoplane configuration, and four engines, the A.W.15 was pointing to the future of airline development. The AW.15 allocated to the route survey was named *Astraea* and registered G-ABTL. The risks involved with the survey flight were evident to Brackley, although he had difficulty in persuading his hard nosed Managing Director, George Woods Humphrey, who resisted the costs of extra pay and insurance for the crew, and modifications to *Astraea* to allow it to carry extra fuel. Finally, with H. G. Brackley, A. R. Prendergast, W. J. E. Brown ( wireless operator ), G. Griffiths ( flight engineer ), W. Hickman ( ground engineer ) and Australian journalist J. Williams on board, *Astraea* left Croydon at 10.00 am, on May 29, 1933.

*Astraea* made her leisurely way to Australia, taking 18 days to reach Koepang. The Timor Sea crossing, which was the cause of Brackley's fight for extra fuel capacity, then lay ahead. Brackley's diary reads: "June 17 - Left Koepang 22.10 - good take-off uphill - gale against us - very long crossing - sighted Bathurst after 5 1/2 hrs - not enough petrol to make Darwin - decided to land Bathurst after 6 1/2 hrs - good landing - looked after well by Father Gsell and aborigines." Brackley had no idea there was an emergency landing strip on Bathurst Island. Father Gsell had only recently directed the aborigines at his Franciscan Mission to clear the strip which was, fortuitously, just large enough to accommodate the first four engined airliner to land on Australian soil. It was a close run thing. Despite the extra tankage, the proving flight could have ended by ditching in the Timor Sea, or from terminal damage caused by a forced landing on Bathurst Island. *Astraea* was delayed for two days on Bathurst Island while the Mission lugger, *St Francis*, fetched fuel from Darwin. The flight continued to Darwin on June 19. Prendergast made his first landing at Longreach on June 21. *Astraea* continued her flight south, reaching Melbourne on July 29, having flown over 14,000 miles since leaving London. The return flight left Melbourne for Sydney on July 2, with an essential stop at Cootamundra, which the Australian Government had nominated as the terminus for the proposed England-Australia airmail service. Prendergast made his second landing at Longreach on July 7, where Hudson Fysh joined the flight on his way to London to finalise the Imperial - Qantas alliance, and to assist with the preparation of a tender for the Australian airmail contract. The survey flight terminated at Karachi, on July 19, where Prendergast resumed his duties as a service pilot for Imperial Airways. *Astraea* also remained in India continuing her good work. She flew the inaugural extension of the Karachi - Rangoon service, all the way to Singapore, on December 18, 1933. Qantas Empire Airways Limited was registered in Brisbane on January 18, 1934. Tenders for the various divisions of the new Australian airmail contract closed on January 31. On April 19, Prime Minister Lyons announced the successful tenderers, with Q. E. A. being awarded the Singapore - Brisbane sector.

Q. E. A. based its tender on the operation of five of the new DH.86, four engined, biplane airliners. In fact the design of the DH.86 was based on the Q. E. A. requirement for operations on the Singapore - Brisbane route. Holyman Airways Pty Ltd also relied on the DH.86 to operate the first of the new contract, Australia - England, airmail flights using its brand new *Miss Hobart*, ( VH-URN ), to fly the Melbourne - Launceston - Hobart sector on October 1. But now, menacing storm clouds were gathering over Longreach, the DH.86 and the airmail contract itself. On October 3, the famous Qantas DH.50J *Atalanta*, ( VH-UHE ), took off from Longreach and crashed enroute to Winton with the loss of 3 lives. On October 13, Q. E. A.'s Chief Pilot, Lester Brain, landed the company's first DH.86, ( VH-USC ), at Longreach on its successful delivery flight from England. On October 19, *Miss Hobart* disappeared over the Bass Strait with the loss of 12 lives. On November 14, Captain A. R. Prendergast made his third landing at Longreach, delivering DH.86, ( VH-USG ), for Q. E. A. The next day, shortly after taking off for Brisbane, VH-USG crashed with the loss of 4 lives. On November 16, Archer Robert Prendergast was buried at Longreach after a service by the Rev Dean W. McElhinney.. **John Scott.**

