



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

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

Southern Skies

THE NEWSLETTER OF AHSA (NSW) Inc

OCTOBER 2019 ~ No 543

Honorary Life Members AHSA (NSW) Inc: Ian Debenham OAM : Senja Raymond Robey BE : Dr Ronald Houghton DFC, LdH

**THE OCTOBER AHSA (NSW) Inc MEETING
WILL BE HELD ON WEDNESDAY 2nd COMMENCING at 8:00 pm.**

**PLEASE NOTE THE VENUE IN THE LOWER
FLOOR CONFERENCE ROOM AT THE
NORTH RYDE RSL COMMUNITY CLUB.**

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

**MEMBERS MEET FOR DINNER IN THE RIVERVIEWS
RESTAURANT ON THE TOP FLOOR AT 6.30 pm.**

OUR GUEST SPEAKER WILL BE WARWICK BIGSWORTH who will present a slide show based on his recent trip overseas to see the "D Day" celebrations and the anniversary of the Berlin Airlift.

THE GUEST SPEAKER AT OUR SEPTEMBER MEETING WAS PETER MAROSSZEKY, who returned to give an interesting talk about the "REDeX" air race of 1954. Peter presented a very well detailed description of the race and the rules.

The race started at Bankstown Aerodrome and 22 competitors entered. A 15 day schedule was set up heading north from Bankstown into Queensland then the NT to Darwin, Alice Springs, to SA and Victoria, finishing at Bankstown, Sydney.

One of the pilot competitors was a young Eugene (Jeno) Marosszéký, Peter's father. Many of Peter's memories of the race were centred on his father's notes.

Departure from Bankstown Aerodrome August 1st 1954



Departure on the around Australia REDeX trial

Note the green and yellow line; green is the actual course taken.



Produced by András Marosszéký (Amos Computer Services)



Jeno Marosszéký was a former WW2 pilot, who served with the Hungarian Air Force and Luftwaffe.

*Peter's
father at
the
controls of
a HE111
Heinkel
Bomber.*



Photo shot of Pierre Allard & Jenő Marosszéký

Peter's very interesting recount, particularly of post-war attitudes and the experiences of those who came to Australia from war affected countries, looked at perhaps a little known chapter in aviation history.



Paul and Erica (Keith White's granddaughter).



Paul and Pat Kennedy holding one of Roger Kennedys donated books.

AHSA LIBRARY



During the week end of Saturday 27th July and Sunday 28th July we were pleased to show members of the families of the late

Keith White and Roger Kennedy the books donated by them to the AHSA library.

On the Saturday the family of the late Keith White saw the collection of books that he had donated to the society just before he passed away.

They were very pleased to see that they were safely put away on the library shelves and were impressed with the library overall.

On Sunday, Pat Kennedy, sister of the late Roger Kennedy, who was a well known member of the society, paid a visit and was also impressed with the way we had presented Roger's collection of mainly books and some memorabilia. Pat Kennedy donated the books to the Society as, sadly, Roger was too ill to handle the matter

As we were entrusted to take care of the two collections it was very rewarding to have their seal of approval for our work.

These books are a welcome boost to our ever growing collection and I would encourage all members to have a look at our library and feel free to borrow material for research and so on. PE

TO RESERVE AND BORROW BOOKS EMAIL:

Christine: paul.ewoldt@hotmail.com or
Gordon: glaslett@bigpond.net.au

MASCOT 100

On Saturday 7th September, Christine and Paul Ewoldt attended a talk at Mascot Museum hosted by the Curator, Samantha Sinnayah. The subject of the talk was about the impact that Sydney Airport has made on the local community since 1919.

It was preceded by a look at the exhibition about MASCOT 100. Wall panels display a timeline of the airport site before and after its development and growth.

The AHSA is proud to have been asked by Bayside Council to participate in the setting up of the exhibition by loaning some of our material for display, including

some very good photographs of "Smithy" and Ulm landing at Mascot and some ephemera (airline leaflets, coasters etc).

If you are in the area and have the time I would recommend that you call in and see the exhibition.

Denis Payne (AHSA member)
Samantha Sinnayah (Curator, Mascot Library and Museum)
and Paul Ewoldt. PE



ONE HUNDRED YEARS AGO

OCTOBER 1919 - 2019

Chronology JR

04 A new altitude world record of 9,622 meters (31,568 feet) is set by American pilot Rudolph Schroeder, flying a Packard-Le Peré LUSAC-11.

07 The Dutch airline KLM is formed. From 2007 it will be the world's oldest airline still flying under its original name.

08 The United States Army Air Service begins a transcontinental air race. By the time Lt Belvin Maynard wins it on October 31, seven airmen have died in the attempt.

11 Handley Page Transport begins offering the first in-flight meals, on its London-Brussels service. The meals, consisting of a sandwich, fruits and chocolate, are sold at 3 shillings each.

13 Belgium, Bolivia, Brazil, the British Empire, China, Cuba, Czechoslovakia, Ecuador, France, Greece, Guatemala, Haiti, the Hedjaz, Honduras, Italy, Japan, Liberia, Nicaragua, Panama, Peru, Poland, Portugal, Romania, the Kingdom of Serbs, Croats, and Slovenes, Siam, and Uruguay sign the Paris Convention – formally, the "**Convention Relating to the Regulation of Aerial Navigation**" – in Paris; Persia later ratifies it without signing it. **It establishes that each country has absolute sovereignty over its airspace, that each country must treat all aircraft in its airspace equally regardless of their nationality, that each aircraft must be registered in a country, and that each aircraft carries the nationality of the country in which it is registered. The agreement will take effect in 1922.**

20 The French pilot Bernard de Romanet, flying a Nieuport-Delage 29v, sets a new world speed record of 268.79 km/h (167.02 mph).

22 Flying boat pioneer John Cyril Porte dies suddenly of tuberculosis at Brighton.

- A Caproni biplane flies under the Brooklyn Bridge.



OCTOBER FIRST FLIGHTS



Avro 548, 1922

Role	Civil utility aircraft
Manufacturer	Avro
First flight	October 1919
Produced	1920–25
Number built	38

The Avro prototype, designated 545, first flew with a Curtiss OX-5 V-8 engine, but this proved impractical for the civil market on account of the engine's weight and the complexity of its cooling system. An air-cooled Renault engine was used instead, and the designation 548 applied to this configuration.

The Avro 548 was a civil trainer aircraft built in Britain after World War I, its design based extensively on Avro's 504 military aircraft, but it had an inline engine and a third seat.

In practice, these aircraft were usually customised for their buyers and most differed from each other in equipment and detail; some were actually retrofitted war-surplus 504s. Many were used as civil trainers, others for joyriding, personal transport, or racing.

A revised version, the 548A resulted when fitted with an ADC Airdisco engine, a development of the Renault which gave 120 hp (90 kW). This engine greatly improved performance.

Plans for a version with an enclosed cabin, designated 553 were never brought to fruition.

CALENDAR OF EVENTS : 2019

THE TEMORA AVIATION MUSEUM'S AIRCRAFT DISPLAYS

Email: info@aviationmuseum.com.au

Website:

<http://www.aviationmuseum.com.au/event/aircraft-showcase>

INTERSTATE NEWS

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

Website <http://www.ahsa.org.au/> Contact Dave Prossor, President, president@ahsa.org.com

BRISBANE MEETINGS are held on the last Friday of each month in the Lounge Area, Terminal Building, Archerfield Airport, Brisbane. Visitors are welcome.

Next Meeting: Friday 25th October 2019 - 7:00 for 7:30pm
Peter Dunn, Secretary, advised that the AHSQA Q'land web site can be found at - <http://ahsaqld.org.au/>
Contact ahsaqld@gmail.com or Warwick Henry at 0417 771 563

FACTS not FICTION

The remains of Bert Hinkler's glider CANNOT BE DESTROYED!

Bert Hinkler flew the first pioneering solo flight from England to Australia in 1928 and the first solo flight across the South Atlantic in 1931. He practiced flying in gliders he built himself. He died in 1933, crashing in a second England to Australia flight attempt.

Now for the weird: A piece of wood from one of Hinkler's gliders was given to U.S. astronaut Don Lind as a token of appreciation for visiting Bundaberg, Queensland, Australia (site of the Hinkler Hall of Aviation). The piece of wood was in turn given to Dick Scobee, the captain of the space shuttle *Challenger Mission*. The piece of wood was on the *Challenger*, in a plastic bag, in Scobee's locker when the *Challenger* exploded in 1986.

The bag and the wood were recovered from the sea, identified, mounted, and later returned to the Hinkler Hall of Aviation in Bundaberg.

Thank you, Gordon Lasslett, John Scott, Paul & Christine Ewoldt, Tom Lockley, and aviation friends for submissions to this newsletter.

Contributions should be sent to the Newsletter Editor: judyrainsford@hotmail.com **in 73 AHSQA (NSW)**

The MILITARY GLIDER

Wikipedia

Waco CG-4A of the USAAF



Military gliders (an offshoot of common gliders) have been used by the military of various countries for carrying troops (glider infantry) and heavy equipment to a combat zone, mainly during the Second World War. These engineless aircraft were towed into the air and most of the way to their target by military transport planes, e.g., C-47 Skytrain or Dakota, or bombers relegated to secondary activities, e.g., Short Stirling. Most military gliders do not soar, although there were attempts to build military sailplanes as well, such as the DFS 228.

Once released from the tow craft near the front, they were to land on any convenient open terrain close to target, hopefully with as little damage to the cargo and crew as possible as most landing zones (LZ) were far from ideal. The one-way nature of the missions meant that they were treated as semi-expendable leading to construction from common and inexpensive materials such as wood. Most nations seriously attempted to recover as many as possible, to re-use them, so they were not originally intended to be disposable.

Troops landing by glider were referred to as air-landing as opposed to paratroops. Landing by parachute caused the troops to be spread over a large drop-zone and separated from other airdropped equipment, such as vehicles and anti-tank guns. Gliders, on the other hand, could land troops and ancillaries in greater concentrations precisely at the target landing area.



Furthermore, the glider, once released some distance from the actual target, was effectively silent and difficult for the enemy to identify. Larger gliders were developed to land heavy equipment like anti-tank guns, anti-aircraft guns, small vehicles, such as jeeps, and also light tanks (e.g. the Tetrarch tank).

Furthermore, the glider, once released some distance from the actual target, was effectively silent and difficult for the

This heavier equipment made otherwise lightly armed paratroop forces a much more capable force. The Soviets also experimented with ways to deliver light tanks by air, including the Antonov A-40, a gliding tank with detachable wings.

By the time of the Korean War, helicopters had largely replaced gliders. Helicopters have the advantage of being able to extract soldiers, in addition to delivering them to the battlefield with more precision. Also, advances in powered transport aircraft had been made, to the extent that even light tanks could be dropped by parachute.

British military gliders

A RAF airman attaches the tow rope of an Airspeed Horsa glider to the tow hook of a Handley-Page Halifax glider tug in preparation for Operation Fustian, Tunisia (July 1943)



Gliders gradually became part of the airborne program, slowly taking shape in 1942. Nicknamed "*CANVAS COFFINS*," the flimsy gliders had plywood floors and a steel tubing frame covered with a canvas skin. The standard *Waco CG-4A Glider* had a troop capacity of fifteen men and the capability to carry a jeep or small artillery piece. The engineless glider was towed by a C-47 transport plane until over its landing zone, when the tow plane would release a three-hundred-foot nylon towrope, and the glider made what amounted to a crash landing. Gliding was a dangerous and thankless job. In training alone, from May 1943 to February 1944, there were 162 injuries and seventeen deaths due to glider accidents. Many more men would die when their gliders cracked up on the landing zones of Europe.

Looked down upon by the paratroopers, the "*glider riders*" were not issued jump boots or wings and did not receive hazardous-duty pay like the troopers; nor were they volunteers. Designed by the glider troops, a poster that began circulating around the barracks explained their plight: "*Join the Glider Troops! No Jump Pay. No Flight Pay. But Never A Dull Moment.*" Eventually, glider regiments were formed and attached to the airborne divisions, proving their mettle on many occasions. Not until July 1944 would the glidermen receive their well-earned hazardous-duty pay and the right to wear glider wings.



Countdown to 10 December 2019:

The Centenary of the Smith Flight is rapidly approaching -- only a little over two months till 10 December.

The whole celebratory process is well on track, though the pace is hectic.

Michael Smith is in Russia, picking up his aircraft.

Philatelic mail and commemorative items are prepared:

~Australia Post's offering is listed in the latest *Stamp News* and will be released on available from October 1.

Paul Ewoldt has taken a prominent part as advisor to Australia Post, and the outcomes are good.

~The Australian mint is issuing commemorative coins: see <https://www.ramint.gov.au/mint-issue> .

~The Singapore postal authorities also have a commemorative issue: see <https://www.singpost.com/shop/stamp-collectibles>.

~In Adelaide a major airmail stamp exhibition is being held 6-8 December: see <https://apf.org.au/sa/adelaide-aeropex-2019/> .

~Unfortunately Australia Post is not co-operating with the commemorative flights.

For the November-December England-Australia flight there will be special items of philately, and there will be full details as soon as possible. We hope to have some products for sale soon.



Michael Smith's people are working on items related to his flight. We have just received some trial publications and they look attractive.....

Purchase details will shortly be on the Southern Sun website - <http://www.southernsun.voyage/currentadventure>





Please circulate this information in any way you can!

It is online at www.ahsansw.com

Aviation Historical Society of Australia (NSW) inc

Smith Centenary Celebration Group

From Tom Lockley, secretary

PO Box 301 Pyrmont NSW 2009

0403 615 134 ahsansw@gmail.com

Basic Media Statement: 10 September 2019

“This year marks the centenary of one of the epic pioneering flights of all time, the first flight from England to Australia in November-December 1919. Captain Ross Smith and Keith Smith, with Jim Bennett and Wally Shiers, flew from England to Australia in 1919-20. They left London in their Vickers Vimy aircraft (G-EAOU) on 12 November, 2019 and landed in Darwin 10 December, 29 days later.

This sensational feat has not received the recognition it deserved. However, the Northern Territory Major Events Company and the South Australian History Trust are working hard to celebrate its centenary.

See their websites <https://ntmajorevents.com.au/> and <https://history.sa.gov.au/>

Already the South Australians have achieved their main aim of securing better housing for the iconic Vimy aircraft, still preserved in Adelaide, the Smiths’ home town.

Plans are well in hand for two additional major events to commemorate the epic flight.

For the hundredth anniversary of the flight from Hounslow, UK, to Darwin, Melbourne aviator Michael Smith plans to fly from England, arriving in Darwin on 10 December 2019, flying a new *Sea Bear* adventure aircraft. As far as practicable he will follow the route of the original flight. Michael was *Australian Geographic Adventurer* of the Year in 2016, having flown his SeaRey amphibian aircraft around the world.

See his website <http://www.southernsun.voyage/currentadventure>

The second event is a mass flight by light, ultralight and historic aircraft from Darwin to Adelaide in March 2020. This flight is planned to leave Darwin on March 10 2020 and will arrive in Adelaide for the weekend of 21-22 March for aviation activities prior to the centenary of the arrival of the Smith aircraft on Monday 23 March 2020. Already we have seven ‘unofficial’ entries for the whole journey: the first was Michael Coates, importer of *Pipistrel* aircraft, world leaders in the production of high-performance fuel-efficient light aircraft, and another ‘entrant’ is Jim Barry, former International Comanche Society Tribe Chief. Michael Smith will return to Darwin and fly the route to Adelaide, thus completing the total journey made by the Vimy. We also hope that many aircraft will join in for part of the route. The gathering of aircraft at Adelaide on the weekend of 21-22 March could be quite large. Organisers hope for a high proportion of Australian aircraft, and aircraft of historical importance.

This is a typical Australian event, relying on voluntary activities of air museums, local authorities, aero clubs and historical associations along the route and elsewhere. Enthusiasm is at a high level, and as word of the enterprise spreads more and more people are being involved. The Aviation Historical Society of Australia (NSW) has formed a small committee that assists communication throughout the project. The aim is to have all the basic arrangements in hand by the end of November. This is a big job for AHSA. We really appreciate all the amazing help we are getting from enroute stops. Sponsorship and donations are also greatly appreciated: Yesterday we were promised \$2.000 from Dick Smith and this will take a lot of pressure off our small group.

The proposed itinerary for the flight involves leaving Darwin on 9 March, with overnight stops at Daly Waters, Cloncurry, Longreach, Charleville, Caboolture, Narromine, Albion Park, Cootamundra, Melbourne and Adelaide with many intermediate stops, including the three big cattle stations on the Barkly Tablelands that the Smith flight passed through during the period 13 to 20 March 1919.

To keep up-to-date register for email updates by contacting ahsanswsmithflight@gmail.com, and also check the website <http://ahsansw.com/>.

More information: Tom Lockley, ahsanswsmithflight@gmail.com or 0403 615 134 “