



AVIATION HISTORICAL SOCIETY OF AUSTRALIA

NEWS

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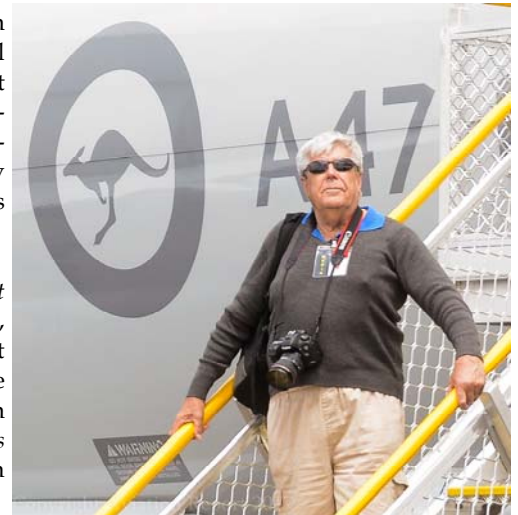
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PAUL C. DAW

Widely known aviation enthusiast PAUL DAW was killed on 30th May 2017 in the crash of a Cessna Conquest at Renmark SA. Based in Adelaide, both Paul and his brother Nigel developed a fascination for aviation as teenagers and were early members of the West Beach Aviation Group, which they have ensured is still going strong today. Paul commenced pilot training at Parafield at an early age and set his sights on a career as a commercial pilot. With encouragement from Brenton Miller of Adelaide charter company Skytours, Paul continued his training to gain the commercial pilot licences and ratings required for an airline career.

Paul, seen at right, while inspecting the first RAAF P-8A during its "Welcome to Service" at RAAF Base Edinburgh, flew for a variety of airline and charter companies in Australia, from Beech Barons to Metroliners and Fokker F.50s. His camera was always in his flight bag so he could photograph interesting aircraft during refuelling stops. In his own time he was an active aviation historian and held a management role with the SA Aviation Museum at Port Adelaide. Paul flew the Fokker trimotor full-scale replica *Southern Cross* VH-USU and is credited with skilfully handling an emergency landing at Parafield in which the aircraft was badly damaged but the passengers unhurt.



Paul said his most valued flying was with KLM in Amsterdam, as Captain on F.28 Fellowships flying all over Europe. After his return to Adelaide from KLM he endured difficult years finding a pilot position and joined CASA as a pilot examiner in Queensland, which include deployments to South Korea to flight-check Korean Airlines crews.

Choosing to return home, Paul spent recent years as Chief Pilot of an Adelaide Airport charter firm. In 2016 Paul and Nigel did a six week trip to Oshkosh and "airport crawl" across Canada which was a great success, with ramp access because they wrote ahead to the airport authorities and major operators along their route.

This year at age 65 Paul decided to wind down to retirement by leaving the Chief Pilot position. Instead he accepted an offer as a casual on-call Conquest pilot with the long-established Adelaide operator Rossair. On 30th May 2017 in preparation for his new position, the Rossair Chief Pilot took Paul on a pilot check-flight in Cessna 441 Conquest VH-XMJ, with a CASA Examiner of Airmen. They were operating in the circuit at Renmark when the aircraft crashed into the ground. The three on board were killed.

Paul's brother Nigel said "*RIP Paul Daw. A great brother, buddy and friend, doing what he loved.*"

With thanks to Geoffrey Goodall

PRESIDENT'S COLUMN

Recently, I spoke about the need to tell others what you want done with your collection of books, magazines and photos. It was pleasing to have members Neil Follett, also our valued editor of *Aviation Heritage*, and author Bob Livingstone write in. Bob I have known for some 50 years. Amazing. Both Neil and Bob offered positive suggestions on how to tackle the subject of dispersing of one's collection after death. The main theme was to put into print your wishes and to tell people what you want done with the material that you value and had collected over the years. Thank you guys and I for one appreciate both your ideas and your response to tell others about what you want done with your collections. More on that in a future newsletter.

The Newsletter itself.

I am pleased that we have managed to expand the newsletter with interesting material for members to read, appreciate and enjoy. I look at the newsletter as being the conduit by which members who ordinarily do not communicate directly with one another can do so. The newsletter is a great place to exchange ideas, read news, tell other members what they are doing and importantly be able to use it to ask for assistance for projects that they may be involved with. Nothing would hurt me more than to find out that two members were working on the same topic but unknown to each other. Imagine what they could achieve with a bit of mutual collaboration? I say again that if you have a particular interest and would like to see if others have information about that subject then the newsletter is a great, if not ideal, place to put in print what you are working on and also if seeking help, advice or material.

Membership.

Now we do have a respectable membership but I am of the view that we can always do with more members, who like us have an interest in preserving the rich aviation history of Australia, civil and military, in print and by way of photographs. I would dearly like the membership to double. That would take it to some 600 members in all. At Avalon we gained a few members but when it is all said we lose a few each year by way of natural attrition.

Our main item to sell is the journal, *Aviation Heritage*, plus the newsletter—while meetings of members take place in the states of Queensland, NSW and Victoria. It has been suggested that we send out a membership form with each issue of the journal and ask current members to see if they can find a new member to sign up. No, I am not suggesting that we pressgang new members but all of us know someone who has more than a passing interest in aviation history but is not a member of the AHSA or receiving the journal and newsletter. It is those non-members with a keen interest in aviation history that I would love to get into the fold. In time they could even contribute to the journal and newsletter and assist further with the task of recording the history of aviation here in Australia. If we had even a hundred members contribute to the journal and newsletter each year imagine how full and interesting both publications would be. And how they would contribute to the recording of aviation history in this fantastic country of ours.

I ask all members to stop and think, is there someone you know who has our interest in aviation history but is not a member of the AHSA. Can you ask them would they like to join and be part of this band of brothers with an avid interest in aviation history. The price of a membership is about the same cost as three packets of cigarettes but for me I know what I get the most enjoyment out of.

Deidre Grage.

It is disappointing to record the passing of Deidre Grage the wife of our late President, Antony Grage. Antony passed away in December 2016 to cancer. Deidre passed away in early May also due to cancer. Both had celebrations of life at Flinders, Vic. where they spent a lot of their lives together and being involved with sailing and the Flinders Sailing Club. A truly loving couple. Both now gone from our lives but together again. Life takes its toll on us all. We all like to think that the good people that we know in life will be around for ever and a day but as we get older history shows us that that does not always work out. We will remember Antony and Deidre.

MELBOURNE MEETINGS

April

Member Kevin O'Reilly presented on his book *Charles Pratt of Belmont Common*, launched on March 28th. He has copies available to members - email him on jillor6@bigpond.com.

Kevin was followed by further presentations by members including Geoffrey Goodall on why he loves Ansons (*will someone please help that man?*), Derek Buckmaster on USA Museums he has visited and Joe Vella on the history of CAC designs and the part he played in recording these for CAC before the Hawker de Havilland takeover (and subsequent politics).

May

Alan Searle gave an eloquent address on his involvement with the project to acquire and relocate a DC-3 as an exhibit to the Flying Tiger Heritage Park in Guilin, China - a museum dedicated to the massive airlift flown across the eastern parts of the Himalayan Mountains (known to allied military pilots as the "*Hump*"). Flying from India, a massive effort was required to supply General Chiang Kai-Shek's Chinese war efforts as well as the operations of the famous 1st American Volunteer Group or AVG, "*Chennault's Flying Tigers*" against the Japanese forces, prior to the entry into WWII of the USA. Gen. Claire Chennault had his Headquarters base at Guilin. it is sobering to record that at least 620 allied aircraft were lost to all causes in this particular region during WWII.

Alan is best known as a distinguished warbird pilot who has famously flown, amongst others, DC-3 VH-AES and restored Lockheed Hudsons. The ferry, from Bathurst NSW to China, was described as the "*First, and likely last flight over the Hump since WWII*".

The aircraft acquired for the flight, DC-3C registered VH-XUX masquerading as a C-47 "*Buzz Buggy*", is better known to enthusiasts as VH-MMF, c/n 12540 and was sold to the museum by Ralph Crystal. Alan described the flight, an adventure in itself, and the "colourful" characters he worked with.

XUX had been flown from Bankstown to Bathurst and had its maintenance release after annual inspection and test flight on 24 November 2015 - when it was described as "well presented" with no hydraulic leaks and good magnetoes but batteries which required constant charging. An engine had to be replaced to reach this goal.



"Buzz Buggy", VH-XUX (since deleted from the civil register) lands at Darwin, August 16, 2016. credit: Les Neistat

Alan Searle with the commemorative, personalised MA-1 flight jacket presented to him by the Flying Tiger Heritage Park, featuring a genuine suede leather patch with "blood chit" written in Chinese, from a blank originally intended for the jacket of an AVG pilot. The Chinese characters read, "This foreign person has come to China to help in the war effort. Soldiers and civilians, one and all, should rescue and protect him." Other patches sewn on include a C-47 "Flying The Hump" China-Burma-India, Chinese Nationalist shield and the "winged Bengal Tiger" insignia, as created by Walt Disney Coy.



On August 15, 2016, the Hump flight was launched. Originally intended to fly 6 legs over 8 days and 4 countries, the actual route would eventually fly 10 legs over 96 days! The DC-3 reached Darwin via Longreach on August 16. Bali was attained on the 17th. With a US pilot in command but Alan flying, fire, smoke and vibration caused the LH engine to be shut down after 90 minutes' flight. They diverted to Surabaya, Indonesia. A cylinder had blown off. A new, affordable engine had to be imported from Australia, as "spare parts", to allow its importation. The engine had 60 hours to run before overhaul but was considered good enough for the flight. Finally leaving Surabaya, "Buzz Buggy" flew into Seletar, Singapore on 8th October. Other mechanical issues continued to present however, the flight continued and they crossed the Hump at Lashio, running into trouble 12 kms out of Kunming with vibration in the RH engine caused by a lost cylinder. The prop was feathered and following a 'Pan' call, they landed at Kunming. Following repairs, "Buzz buggy" finally made it into Guilin on 19th November, 2016, 95 days after departing Bathurst. Repainted at the museum, the DC-3 now sports a USAAF scheme on one side, and a China National Aviation Corporation (CNAC) scheme on the other. The museum expects to house the aircraft in a purpose-built display building. Finally, on 25th March 2017, the museum was dedicated.

MEMBER'S PAGES

Members' Responses

Dear Dion,

I can add a little to the use of Green Hills.

As you know we used to glide at Berwick which got very wet and we went to glide at Pakenham, towing everything each weekend.

I may have gone the only times 30.10.55, 7.1.56 and 2.6.56. There were two strips, both gravel. It was an ideal gliding site but no facilities.

The Parachuting group joined us January 56 from Berwick and of course they stayed - it was dry!!!

Regards, Alan Patching

John McCulloch has located a photo of former member, the late Fred Morton (R), following John Moreman's request for a photo of the man from the Society. This is found in copies of his publications "Aussie Air Stories, II, etc"



Dear David,

Thank you for your continued supply of AHSA Newsletters which I find very interesting and informative.

I was particularly interested in the preservation of collections not only from the viewpoint of my collection (which goes back to 1965) but as librarian of the South Australian Aviation Museum Inc. In the last five years we have received the collections of John Smith (died 2009) who was an AHSA member from 1959 (slides, prints and negatives received so far - awaiting notebooks), David Freeman (died 2009) an Air-Britain member and we received slides, prints and his VH- civil register cards and logbooks, Steve Kicic who died last year - slides, prints, airline timetables and aircraft safety cards.

So far we have done a general sort and have the collections in some sort of order but will never have enough time to scan the lot and then what is the worth of scanning the lot? We will rely on researchers checking the collection and then scanning what is required. We also have other minor collections which we keep together. Books and magazines received are amalgamated with the main museum collection. Surplus items are sold for fair prices via the museum shop and the funds ploughed back into the library. The problem then happens if there is a lot of duplication in the collections - take it as it comes.

I have made arrangements for the preservation of my collection which consists of around 100,000 transparencies (all labeled with reg, place and date and filed in types), prints all labeled and filed in types), negatives filed in individual glasseine bags and labelled with those in seed envelopes for each different registration (about 200,000 negatives). Book collection, timetables notebooks of airfield visits and memorabilia held as well. I started all this in 1965. The collection will be preserved. Hope these comments are of interest.

Kind Regards, Nigel Daw.

Vale Captain John W. Kessey DFC, MAP

(Perhaps not an AHSA member, nonetheless worthy of mention: ed) Capt. John Kessey began his career in the RAAF as a 1939 entrant, a wartime instructor, then went onto Beauforts. In 1942, he was posted to Perth, flying long-range, anti-submarine patrols across the Indian ocean. He would have taken over as Squadron Leader of 14 SQN (Beauforts) after the sad loss of Wing Commander Charles Learmonth into the sea on January 6, 1944. By now something of a Beaufort specialist, John was posted to 8 SQN at Nadzab, flying against Japanese positions on the North Sepik Coast. He later became CO of 100 SQN where he earned the Distinguished Flying Cross.

John was accepted with Australian National Airways, later to Trans-Australia Airlines as Senior Route Captain. As with many contemporary pilots with his level of experience, much of his work at the time would have been training de-mobilized service pilots as line pilots for the airlines. While with ANA, he even flew the DC-5!



John flew with British Commonwealth Pacific Airlines in DC-4 and DC-6 aircraft, over the Pacific route ending in Canada. Following a decade away from aviation, during which he still managed to convert onto Lockheed 10 and Lodestar transports, for South Coast Airlines and with Butler Air Transport, on DC-3s. John returned to fly as senior pilot with Ansett-Mandated Airlines in the Australian territory of Papua-New Guinea, on DC-3 and Bristol Freighters, mainly. He is quoted as being impressed with the flying qualities of DC-6 and Freighters. John retired from Ansett with over 22,000 flying hours. He remained a distinguished member of the Guild of Air Pilots and Air Navigators (GAPAN) in Queensland, and served as their Chairman, receiving a patron's award for excellence. **Doug MacDonald writes:** *As an Ansett/MAL Captain, when he did my Wau/ Kudjeru endorsement he went right up against the mountain (which) the Caribou later hit on our worst RAAF civil crash - showing me how you could not turn out of it. Had the cloud tops been 100ft lower (the Caribou) could have flown the safe IFR route LAE/POM in lieu.*

With thanks to:

Doug MacDonald for advising of Capt. Kessey's passing;
 Roland Jahne for providing the information from Balus VII, pages 63-65;
Song of the Beauforts Colin M King for additional biographical details.

WANTED

Dion Makowski wishes to know if members recall the discovery of a Pratt & Whitney "Hornet" radial engine, reportedly located in a Melbourne mechanic's workshop some years ago. Any leads on its whereabouts or state of preservation would be gratefully received and will be treated confidentially if so desired.

COMING EVENTS

- June 10-12** ANAM will have a table at the IPMS Model Show over the Queen's Birthday long weekend. If you are interested in foreign language aviation books, principally in Japanese and Polish, the museum will have a bargain for you! Other titles and ephemera will also be available.
- June 11** Watts Bridge Fly-in, "Watts for Breakfast"; Qld
- June 15** 5.30pm, Engineering Heritage Victoria. US Navy PBV Catalina Researcher; Owen Peak on 'Black Cats' at Level 31, 600 Bourke St, Cnr King Street, Melbourne
- June 17** Lismore, NSW. Aviation Expo.
- August 16** Trivia night; ANAM
- September 15** Harry Hawker Memorial Lecture ; ANAM
- October 14** Coffs Coast Airshow; Coffs Harbour, NSW
- October 19** AirVenture Australia 2017; Narromine, NSW
- October 21-22** Wings Model Show (and Book Sale); ANAM
- October 27-29** AAAA Auster Rally at Benalla, Vic. See a great collection of Austers and chat Auster with the pilots and others
- October 28-29** Open Cockpit Weekend; ANAM
- November 26** Lilydale Air Show; Lilydale, Vic
- March 16, 2018** AAAA 42nd national Antique Fly-in. Echuca, Vic. Old aeroplanes by the score!

Book Reviews and Armchair Aviation

Title: *Amazing Australians in their Flying Machines*

Author: Prue Mason
 Publisher: Walker Books
 RRP: \$19.95
 Reviewer: Neil Follett

Amazing Australians in their Flying Machines is the title of a recently published children's book by Australian author and AHSA member Prue Mason. It is a unique book in that its content is factual, not the 'fairy tale' literature of most children's books. Its 32 pages covers the exploits of ten of Australia's earliest aviation pioneers from Dr. William Bland to Charles Kingsford Smith, with Lawrence Hargraves, Bert Hinkler, Nancy Bird and others in between. It is well illustrated with colour drawings and black & white photos.

It is written in a very readable style and contains many facts on the subjects covered, which I found most interesting.



Why are we reviewing a children's book in our newsletter? Because many of us are grandparents and this book is a unique opportunity to introduce our grandchildren to the amazing stories of our aviation pioneers and hopefully instil an interest in aviation history. One piece of advice is when you order one for your grandchildren, read it first, as you will be impressed. The reader can get it from Walker books www.walkerbooks.com.au/Books/Amazing-Australians-in-Their-Flying-Machines-9781922244635 for \$24.99 or you could point them to the Booktopia at <http://www.booktopia.com.au/amazing-australians-in-their-flying-machines-prue-kerry-mason/prod9781922244635.html>. They are offering a discounted price of \$19.95.

Title: *Air battle For Burma. Allied pilots' Fight for Supremacy*

Author: Bryn Evans

Publisher: Pen and Sword Books

RRP: \$TBA

Reviewer: Chris Piper

Preamble

This book review by Chris Piper is of the publication 'Air Battle for Burma. Allied pilots' fight for supremacy' by Bryn Evans. The Australian author is a management consultant who writes extensively across a wide range of categories, these including military history, travel, and business management. Chris is an international development consultant, also living in Australia, whose father flew in one of the RAF squadrons mentioned in the story. This publication is by Pen and Sword Books.

This is a 'must read' for those who are aircraft enthusiasts, serious historians, or just devotees of a great adventure story. The most dramatic scenes are the personalised accounts of Commonwealth pilots, some flying perhaps the most iconic combat plane in history, the Spitfire, as they engage with the best fighters of the Japanese Army Air Force (JAAF) over Burma.

The purpose of book is to paint a picture of the role which airpower played during the three and a half year campaign of fighting across Burma from early 1942 to August 1945, and the publication achieves this admirably. The first six months of the campaign were of course dominated by the Japanese Imperial Forces, where they continually generally out-thought and out-fought the Commonwealth military. Much of this was due to their dominant air power, which played major roles in the sinking of Prince of Wales and Repulse in December 1941; as reconnaissance leading up to the destruction of an Allied fleet off Java in February 1942; and as a carrier-based strike force attacking Ceylon in April 1942. Burma itself was invaded by Japanese ground and air forces in February 1942, and largely occupied by the end of May. The purpose of this invasion was primarily to both disrupt American supplies into China for Nationalist forces fighting the Japanese, and then to act as a springboard for potential later invasion of British India.

Evans importantly highlights the geographical and climatic conditions across Burma, which largely determined combat ground and air operations. There was a continued commitment by the Americans to support the Chinese Nationalist forces, and this required ferrying supplies over 'the Hump', mountainous ridges 14-16,000' in height, from India into Kunming, China. The terrain adjoining India and Burma, which was the main location of the ground fighting, was almost as equally challenging, this comprising mountainous and hilly tracts, densely covered by thick jungle. Then of course there was the monsoon. This lasted annually from May to September, when the pervasive rainfall and flooding largely curtailed military operations, both on the ground and in the air.

The majority of the ground fighting therefore takes place in the October- May periods, and Evans cleverly and succinctly weaves his story over four of these annual seasons. The 1941/42 period was of course utterly dominated by the Japanese; whilst the 1942/43 campaign was one of ultimate stalemate, where neither side gained an ascendancy over the other. The 1943/44 campaign was more dramatic, where the Japanese encirclement of Commonwealth forces at 'Admin Box', Imphal and Kohima was largely broken by Allied airpower, which led to ultimate Japanese defeat in these locations. At each of the beleaguered garrisons, transport planes ferried in, or dropped, essential supplies, but they were only able to successfully achieve this due to Allied fighter planes gaining increasing ascendancy over their Japanese counterparts. Equally important roles were played by Allied fighter bombers and longer range bombers, which together disrupted enemy troops and their supply lines, with increasingly devastating and demoralising results. The final act of the campaign was played out in 1944/45, where the ultimate aim of the Allied Forces, spearheaded by General Slim's Fourteenth (XIV) Army thrusting down through the centre of Burma, was to occupy Rangoon by May, before the onset of the next monsoon season. That the Allies were able to achieve this was due to a combination of successful ground and amphibious campaigns, combined with a complete and comprehensive dominance by the Commonwealth and American air forces.

As well as some clear maps and striking photographs, what makes the book really 'come alive' is the interweaving of the personalised stories from some of the pilots themselves. Using a mixture of diaries and personal interviews, Evans includes these dramatic descriptions of combat between Commonwealth fighter pilots and their Japanese foes.

The Burma campaign has often been associated with the 'Forgotten' XIV Army. This is therefore an important contribution by Evans to shed some new light into this important, but somewhat underreported and undervalued, campaign.

Chris Piper, Australia

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Title: The Empire Strikes South. Japan's air war against Northern Australia 1942-45.

Author: Dr Tom Lewis OAM. Illustrated by Michael Claringbould.

Publisher: Pen and Sword Books

RRP: The review copy of the book came from Hylands bookshop in Melbourne at \$35.00

Reviewer: Dave Prossor

This just published book covers the attacks by the Japanese across Northern Australia during WWII. In all there were 208 attacks. A larger number than have been recorded before now.

These attacks took place in Western Australia, the Northern Territory and Queensland. The book, measuring 175 x 250 mm and with 207 pages covers the attacks in great detail and lists the Japanese aircraft shot down. In all the Japanese lost 62 aircraft. More may have been damaged and lost trying to make it back to their bases.

The book details the attacks by day and date. In the back are listings of aircraft types lost and the names of all the Japanese aircrew killed or captured.

The attacks on Northern Australia have never been detailed as well as in this book, something that has been lacking for many years.

Hylands Bookshop

For many years Technical Bookshop in Swanston St. Melbourne was the place to go to for books, in particular aviation books.

(I remember it well – Pres.) With time Tech Books faded from the scene and Hylands Bookshop took up the mantle as the go-to bookshop for aviation and military books. Arthur Hyland had a shop in Flinders St and later that moved to Heffernan Lane in China Town. Arthur retired and passed away but his bookshop sailed on. Some nine months ago the bookshop moved, this time to a former movie theatre at Level 1, 200 Bourke Street, Melbourne, between Bourke and Little Bourke St.

They also sell books online via www.hylandsbookshop.com.au. Open M-T 9.30 am to 5.30 pm. Friday 9.30 am to 6.30 pm. Saturday 9.30 to 12.30 pm. Sunday is reserved for book reading by buyers! Ph. (03) 96547448.

The new site has some bookshelves on a slope but that adds to the enjoyment of book browsing.

Now if your manager visits Melbourne to bend the plastic that could be the time to visit Hylands to see one of the greatest collections of aviation books in Australia. Enjoy.

Clunes Book Festival

In rural Victorian the former Goldfields town of Clunes has done what so many town seek to do, establish itself as a place for tourist to visit and spend money. Clunes has very successfully done this by establishing itself as the book capital of Australia. What Clunes has done is to have a number of booksellers establish shops in the town. In addition to this there is an annual book sellers festival where other booksellers gather in the town over a weekend.

Now your President visited the 2017 festival, held over May 6 & 7. The prime intent was to seek out aviation books and that aim was achieved. There were a number of sellers of second hand books and a great day was had browsing books at various stands. In all I purchased some ten books including a few Putnam's and a few reference books on WW1 fighters and floatplanes. I also managed to find a few books that I figured were of interest to particular members of the AHSA. It was a great day.

Now for a funny story. At one stand there were three volumes of Balus, the aeroplane in PNG aviation, by James Sinclair. The seller wanted \$150 for all three, no splitting the three volumes. \$150 is \$150 is \$150. I had only so many dollars to spend that day so had to have a think about it. I went to another stand. It had a big rack of books and all at \$1 each. There was a copy of Balus Vol. 2 at just \$1. I quickly passed my \$1 across.

Hmm! Now all I want is Balus Vol. 1 and Vol. 3 at \$1 and I will be a happy camper!

Bob Walsh propels Walcha's aviation history into the light

Walcha based historian Bob Walsh has just released his third book about Walcha and this time his focus is on the town's association with aviation.

His book '*Aviation at Walcha*' starts with the first aeroplane visit to Walcha in September 1919, when the Avro 504 landed on the town common to promote the Federal Government's Peace Loan program and covers all aviation activity in and around Walcha until 2016.

"The inspiration for this book was the history of the Walcha Aero Club and Walcha's aerial agriculture activities." Mr Walsh outlines the history of the Tiger Moth which resides in the Walcha Pioneer Cottage Museum and was responsible for the first aerial spraying of super phosphate in Australia. Anecdotes from those associated with the aircraft also help paint a picture of days gone by.

Information provided to him by the Macarthur-Onslow family shows the Tiger Moth was a favourite with the family's children, with one of Edward's daughters saying:

"VH-ASQ was an old friend to us children. When father re-started the Flying School in 1946, it flew to Mittagong to bring Pam and I home from school for visiting weekends. I remember how it landed on the Mittagong airstrip, skidding on the cowpats – the old airstrip there was in a cow paddock."



Cleared for take off: Bob Walsh holds his new book '*Aviation at Walcha*' next to the Tiger Moth VH-PCB (formerly registered as VH-ASQ) in the Walcha Pioneer Cottage hangar

The first hospital patient to be flown from Walcha to Sydney for further treatment was Dan Farrell in July 1952. He was taken by ambulance from the hospital to the agricultural airstrip at Mirani and flown from there to Bankstown Airport in a privately owned Miles Gemini aircraft chartered by a Walcha businessman, W.A. 'Bill' Ryan.

Five of Walcha's volunteers in the First World War were our earliest airmen. Two were pilots, J.W.N. 'Noel' Fitzpatrick of Aberbaldie and Francis Harold Hall of Niangala. C.R. 'Rupert' Fenwicke of Europambela and Charles James Vyner of Yarowitch were Flying Officers and Observers while Raymond Dudley Berry of Derby Street was an aerial photographer. 'Aviation at Walcha' costs \$25 and is available from the local Newsagency.

(ed: I think Geoff Goodall would allow me to publish his further comment regarding this item);

Thanks Roger (McDonald), 'Only you would be monitoring the Walcha newspaper...

Anyway, I'm heading for the Walcha news agency to buy a copy as soon as I can. I just say they've got the blue colour on the Tiger's cowling just right - I remember seeing Aerial Agriculture's Tigers in the very early 1960s with those blue noses.'

"HAPPENINGS"

Kyneton Charms Thousands



With two runways, 18-36 and 09-27, of bitumen and grass respectively, Kyneton Aero Club and airfield celebrated their half-century in 2016. However, wet weather precluded the airshow go-ahead and it fell to 2017 to host the "50th Anniversary air show".

Warbirds and vintage types littered the field, with the usual suspects - Winjeel, Auster, Tiger Moth and CT-4A Airtrainer, complimented with Trojan and Avenger. All were flown during the display flying.

We also saw Sopwith Pup, Ryan PT-22, parachutists, SIAI-Marchetti SF-260 and Robinson R-22 handling displays. The

Gippsland Aeronautics/Mahindra Aerospace GA-8 Airvan demonstration was classy. Yak-52s flew in formation and an Air Tractor AT-802 demonstrated as a fire bomber with a nice drop at crowd centre.

Being a smaller show, there were few "heavy" aircraft displayed - the Australian Defence Force appeared in the form of a current Pilatus PC-9/A solo followed by a four-ship.

Photography was further enhanced by a full-colour sunset when some of the warbirds flew again, either as departures or for photo sessions. For this writer, the growl of round engines at high revolutions was unbeatable. A pleasant day out, with a difference!



75th Anniversary of the "Forgotten 18th Squadron"

On Saturday 8th April 2017, the 75th Anniversary of the formation of 18 NEI Squadron, RAAF was commemorated at Hangar 52, Classic Jets Fighter Museum, Parafield Airport, SA.

Mr Peter Smythe, Senior Researcher/Analyst for Reever's Warbirds, welcomed the special guests and presented Reever's ambitious project to restore a surviving B-25 Mitchell bomber as a tribute to the Dutch aircrews who fought in these in the Pacific war. This aircraft was finished in a wartime NEI scheme for the event.

Keynote speaker was Mr Fred Pelder, who presented an overview of his father, Fred's wartime experiences as a B-25 pilot with 18 (NEI) Squadron. Known as "Bill", he passed away aged 82. During the war, he also acquired the nickname "*Pulk*", which was painted on his B-25 and referred to his penchant for tinkering with mechanical devices so they worked better. He was credited with directing the rebuild of a severely damaged Lockheed 212 Bomber to escape the advancing Japanese forces. Flying with this Lockheed 212 from Pameumpeuk to Medan, he was there ordered to change his route to Ceylon to deliver secret documents to the Dutch Officer Commanding over there. There was only one flight with these documents.

Bill aka *Pulk*, remained with the ML-KNIL until the handover to Indonesian nationalist forces then he left with his family. Fred Pelder (Junior) is motivated to honour the crews of the "forgotten squadron". In the last three years, *Children of the 18th Squadron* has been holding reunions in Holland and have established an email 18sqnei@gmail.com and website kinderenvan18sqn.jouwweb.nl. Fred jnr and his wife Mathilde now reside in the Netherlands.

During the presentations, service medals from the Netherlands were presented to Fred Pelder Jnr (acknowledging his father's service) and to Hans de Vries, a surviving B-25 pilot from 18 Squadron. Aged 93 years, Hans had clear memories of his wartime service and it was a privilege to be present to witness this mark of affection by the "mother country". Mr Elmer Mesman of *Children of the 18th Squadron*, Netherlands, thanked Peter Smythe for his part in publicising the history of the squadron with his restoration of the B-25 and presented Peter with a desk model of "*Pulk*" "as a reminder of working together for freedom".

Other veterans also were present and anxious to remember their wartime colleagues.

Alan Day, aged 95 is a former 18 Sqn member who later accompanied Dutch forces ashore as a medic during the very dangerous amphibious landings on Borneo. He is a past President of 18 SQN NEI-RAAF Forces Inc., the association of 18 Sqn veterans and will generally attend commemorative events acknowledging 18Sqn. Alan had made the trip to SA for the day and was returning unaccompanied - something the Victorian AHSA made sure would not occur! From a "salute" from the WWII Recreationists, to acknowledgement by passing police and special mention by the airline flight crew, Alan was honoured with the gratitude of current generations for the service of these gallant men.

Brian Coleman, aged 94, was a ground crew member of 18 Sqn, and had been based at Batchelor with the squadron. He was happy to locate his photo in the giant squadron photo reproduced across the hangar wall, his image among many hundreds of personnel posing with no less than three Mitchell bombers at Batchelor. *Look for a feature article on the WWII Australian connection with the Netherlands, Reever's Warbirds and their B-25 Project, in a future AHSA NEWS. We would like to express our appreciation to Reever's Warbirds and Mr Phil Buckley, Media Director for Reever's Warbirds, for the invitation to attend.*



(upper) Peter Smythe presents Mr Fred Pelder, Jnr (right) whose father flew with 18 (NEI) Squadron during WWII.

(lower) *Pulk* with veterans and families of 18 Squadron NEI-RAAF Association.

