



# Outlook

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## AHSA News

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Vol. 38 No. 3 July 2022

### 80 Years of the Boomerang



Eighty years ago (on 29 May 1942) the first CAC Boomerang, A46-1 took to the air in the hands of CAC test pilot Ken Frewin.

Newsletter of the  
Aviation Historical  
Society of Australia, Inc.  
A0033653P  
ARBN 092-671-773

Website:  
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**Aviation Historical Society of Australia Inc.**  
A0033653P | ARBN 092 671 773 | ABN 60 092 671 773

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Outlook AHSA News is the quarterly newsletter of the Aviation Historical Society of Australia Inc.

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#### AHSA Meetings:

Melbourne meetings are held on the 4<sup>th</sup> Wednesday of each month, at the RAAF Association offices in Camberwell Road, Hawthorn. Meetings are also streamed online with Zoom.

Membership of the AHSA Inc. for the 2022 calendar year costs \$50 in Australia and \$85 for the rest of the world. A membership application form can be downloaded from our website: [www.ahsa.org.au](http://www.ahsa.org.au)

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## President's Comment

2022. What a year! First we start to climb out of the black hole that the COVID-19 pandemic created in our lives and then the north-eastern side of Australia had a rain bomb dropped on it, and not for the first time. The end result has been devastating for Australians at large and AHSA members in particular.

I would like to think that member's aircraft, their collections of photographic records and printed material and books have all been saved but in reality I know that will not be the case.

I have heard reports of aircraft being drowned by the rising waters and I know that will also have applied to those items mentioned above that members have gathered over the years. My thoughts are with you.

I guess in one part of that rain bomb is that the expanding population has affected the landscape such that the water just does not sink into the countryside like it did say 100 years ago. Yes, the weather is also changing.

I would like to think that given time members can paddle their way out of the current situation and get back to some sort of reality and live a life like they had before these calamities befell us.

Other things. Coming out of the COVID-19 lockdowns has meant that Australians at large are taking to the skies again and taking holidays, both domestic and internationally, and that means the airlines are ramping up their fleets and putting stored aircraft back into service. The major airport terminals are busting at the seams to accommodate those passengers. It would be good for members to tab out the numbers, locations and details of storage such that we can see in print for future reference just what those stored aircraft were all about.

Some aircraft will have been deemed too old to be worthwhile returning to service and will be broken up. Indeed as I write this I understand a Qantas A380 is being broken up. At one time it was said that the A380, a very big airliner, would rule the roost and that every airport would see their operations. Not to be.

#### Coming AHSA Melbourne Meetings:

*July 27 - GPCAPT Macaulay (Mac) Cottrell will detail his FAC experiences in Vietnam*

*August 24 - Richard de Crespigny will describe his experiences during the Qantas QF32 emergency*

*September 28 - (Tentative) GPCAPT Grant Kelly on the role & activities of the Historic Unrecovered War Casualties Directorate of RAAF History & Heritage Branch*

An article on the stored aircraft industry here in Australia would be welcome.

In another area of concern, we still need a new Secretary. Our current Secretary, Mark Pilkington, has done a sterling job over the last two years but he is getting more involved with the Friends of the RAAF Museum and thus from near the end of this year will no longer be with us as a Secretary.

I am appealing to members to do more than think about becoming our Secretary, a worthwhile and vital position for the AHSA.

It was most unfortunate that both our patrons, Keith Meggs and Alan Patching, passed away one day apart in March this year. We had enjoyed the standing of those patrons, one from the military side and one from the civil side. As a result the Committee are looking to appoint new patrons, most likely again having one from the civil side and one from the military side. More details on this subject in the near future.

In June this year I went on a rail-plane holiday in Queensland. One thing that disappointed me was to not be able to see the Townsville RAAF Heritage Centre collection of flying helmets, past and present. I have more than a passing interest in pilot's flight kit but alas the museum was closed. Perhaps I can attempt a visit another time?

In closing I trust that all members find this issue of the newsletter of interest and educational. As always members are welcome to contribute to the newsletter or the journal. If all members can contribute even a small snippets of information that can be of interest and a part of the record of the aviation history of this great country of ours.

*David Prossor*  
President, AHSA Inc.

## AHSA NEWS

### April Melbourne Meeting

On 27 April our Melbourne meeting was treated to an educational and entertaining presentation by Leigh Edmonds who spoke about Norman Brearley and West Australian Airways. Leigh covered the start of "professional aviation" in Western Australia and explained the business aspects of how and why aviation started the way that it did.



Above: During the question time after Leigh's presentation he was assisted by his two cats, one of which joins him in the image above (AHSA Inc.)

The content of Leigh's presentation (and much more) is covered in his ebook *Western Airways: Flying In Western Australia 1919 - 1941*. Details about the ebook and where to purchase a copy were included in our last edition of Outlook.

### May Melbourne Meeting

Our meeting on 25 May was another collaborative presentation arranged in conjunction with the History and Heritage Branch,

RAAF. Wing Commander Phil Beanland, Commanding Officer, 100 Squadron RAAF, gave a fascinating presentation about the re-formation of the squadron and the challenges faced in standing up an organisation with the diverse capabilities required to operate the Air Force's fleet of heritage aircraft.



Above: WGCDR Phil Beanland (right) and AHSA Vice President Derek Buckmaster at the Melbourne meeting on 25 May. (Derek Buckmaster)

WGCDR Beanland described the background to the re-formation of the Squadron on 1 January 2021 and the challenge of standing up the Squadron in short order to meet the timing for participation in RAAF centenary events, the first of which was the fly-past over Canberra on 31 March 2021. He explained the heritage fleet and their disposition across the Squadron's two locations of Temora and Point Cook, and covered the organisation structure and the unusual composition of the Squadron, driven by the requirements of maintaining and operating such a diverse range of aircraft. Finally he described the future plans for the Squadron.

Our members and those online were thrilled to have such a detailed and enlightening presentation, and also pleased to hear that 100 Squadron is an enduring unit, not just a short-term formation for the centenary activities.

### June Melbourne Meeting

Our planned speaker for 21 June was scheduled to be Jeff Maynard and his talk was to be about the lost records of Sir Hubert Wilkins. Wilkins passed away in the USA and his collection of records and notes and photos was effectively dispersed to the winds. In recent times some of that material has been obtained and brought to Australia and the AWM. But not all.

However, on short notice we were advised that Jeff had tested positive for the COVID-19 virus and was in isolation! A disaster in the making.

We were very lucky that long time AHSA member, Geoff Goodall, was able to step up to the plate on very short notice. He gave an excellent illustrated talk on the courier flights between Britain and Woomera from 1956 to 1976. This was in the days of the last of the big piston freight and passenger aircraft making the run. The aircraft that were involved included Avro Tudors, Avro Yorks, DC4s, DC6s and Bristol Britannias. It was of note that the Brits were in the main still using big tailwheel aircraft while the Americans had long gone to nosewheel machines.

Geoff had a good selection of photos of the aircraft that he and a few others had taken with those aircraft at Adelaide or Parafield airports. The common factor was that the aircraft often needed engine maintenance on arrival in Australia. It was a long distance to fly from the UK to Australia. Some of the courier aircraft flew to Woomera and later Edinburgh while others went direct to Adelaide and Parafield. Geoff commented about the security and how it went from hot to cold. One day it was easy to photograph the aircraft and the next day there was a security guard saying 'No photographs, Security'.

The meeting was attended by some 25 members in the RAAF Association meeting room and about 30 members who attended online via Zoom.



Above: AHSA members at the RAAF Association meeting room in Hawthorn for the June meeting. President David Prossor is kicking off the proceedings. (Derek Buckmaster)

We are arranging for Jeff Maynard to be our speaker later this year. (DP)

### Bob Wills Memorial Plaque for 2021

Each year the Bob Wills Memorial Plaque is awarded by the Editor of Aviation Heritage to the author of the "best written and researched article".

The 2021 plaque was awarded to Phil Vabre for his article 'Down On Hunter Island', published in the December 2021 edition of Aviation Heritage (vol 52, no 4).

Phil's article tells the story of the four-engine de Havilland DH.86 airliners in Australia and details the crash and recovery of VH-USW "Lepena" on Hunter Island in western Bass Strait.



Above: The Bob Wills Memorial Plaque for 2021 awarded to Phil Vabre (Roland Jahne)



Above: Aviation Heritage Editor Neil Follett (right) hands the plaque to Phil Vabre. No, Neil hasn't grown two feet, he was standing on a chair to enable him to look Phil in the eye! (Derek Buckmaster)

### Welcome to our new members

We welcome the following new members who joined since the last quarterly newsletter:

John Williams (TAS)  
Kevin Driscoll (NSW)  
Stephen Platt (WA)  
Fiona Shanahan (NT)  
Charles Giacco (VIC)  
Carolyn Hide (NSW)  
Lucia Wallbank (Surrey, UK)

### Search for a Secretary:

**The AHSA Inc. requires a Secretary in order to operate as a not-for-profit organisation.** Our current Secretary (Mark Pilkington) has indicated that he plans to move on to other activities at the end of 2022, so the Committee are commencing an early search for a new Secretary for the AHSA. If you have skills in organisation and are keen to contribute to the future of the AHSA, please contact the President (David Prossor) by email: [President@AHSA.org.au](mailto:President@AHSA.org.au).

Note that our monthly committee meetings are held via Zoom, so you don't need to be Melbourne-based to consider this position.

### Vale Stan Guilfoyle

The AHSA was saddened to learn of the passing of former member Stanley Martin Leslie (Stan) Guilfoyle. Stan passed away on 2 July at the age of 99.

Stan served with the RAAF during the Second World War and went on to a long and successful career in accounting and business management as well as supporting his wife Dame Margaret Guilfoyle in her political career.

Stan was born in South Melbourne on 18 January 1923 and raised in Essendon, attending Essendon Grammar School. He joined the RAAF Reserve in December 1941, six days after the Japanese attacks on Pearl Harbour and subsequently enlisted with the RAAF on 22 May 1942 at No 1 Recruiting Centre in Melbourne at 19 years of age.

His training started at 1 Initial Training School (Somers, Vic) in May 1942, graduating as a Leading Aircraftman. He was selected for pilot training but chose to apply for a radio operator posting, as he believed this would be a faster route into action. He was posted to 2 Wireless Air Gunners School (Parkes, NSW) in August 1942 and 2 Bombing and Air Gunnery School (Port Pirie, SA) from February 1943. He then spent time at 2 Air Navigation School (Nhill, Vic) from March 1943 where he was promoted to Flight Sergeant. During a detachment from Nhill to Mount Gambier he had to take over the flying of an Anson in which he was radio operator when the pilot became ill. He had spent a great deal of time "flying" Link Trainer simulators on the ground, so he was well prepared for this emergency, but one of his

fellow crew-members decided to bail out when he saw the radio-operator piloting the aircraft. Tragically he was killed during the parachute descent. Stan successfully brought the Anson and its crew safely back to base.



Above: Stan Guilfoyle at his wireless operator station in an RAAF Avro Anson during his time at Nhill in 1943. (Stan Guilfoyle via Kevin O'Reilly)



Above: Stan was an avid photographer, documenting activities at 2 Air Navigation School. This air-to-air photograph of Avro Anson W2586 was taken by Stan. (Stan Guilfoyle via Kevin O'Reilly)

He then continued his training at 3 Air Observers School (Port Pirie, SA) from December 1943, and then 3 Operational Training Unit (Rathmines, NSW) from April 1944.

He was posted to 11 Squadron at the end of August 1944 while the Squadron was based at Rathmines, NSW under the command of SQNLDR W.K. "Bill" Bolitho DSC. The captain of his crew was FLT LT K.W. Hammer, and their first mission was a 3 hour, 20 minute reconnaissance for enemy submarines in "area SB" on 9 September 1944 in Catalina A24-47. It had been almost three years since Stan first signed up with the reserve. In October and November Stan's crew completed numerous patrols of longer than 12 hours duration, including "W" patrol for force "H" on 25 October.



Above: Trainees at 2 Air Navigation School, Nhill, December 1943. Stan Guilfoyle is on the right, accompanied by Don Dryden (centre) and Frank Chantry (left). (Stan Guilfoyle via Kevin O'Reilly)

He was posted to 20 Squadron in January 1945, while the squadron was flying from East Arm at Darwin. His crew's first mission was a 16 hour flight to lay mines at Cape Selatan (now in Indonesia) in Catalina A24-307. Several Catalinas from the Squadron operated from Jinamoc seaplane base in San Pedro Bay (Leyte Gulf, Philippines) during March as part of a 76 Wing Northern Detachment, and Stan participated in operations to Mofu Point (Hainan Island, China), Manila and Hong Kong. The crew also ran courier flights from Jinamoc to Manila, Tarakan and Tawi Tawi (southern Philippines). During his operational tour with 20 Squadron he participated in 12 attack sorties and 12 other operational sorties between January and October 1945, flying a total of 575 hours on operations, all with FLT LT Hammer as captain.

Stan's experiences of war convinced him that it was a futile and unproductive activity.

Stan married Margaret McCartney on 20 November 1952. As a young couple the Guilfoyles both became active members of the Liberal Party after joining the South Camberwell branch together in the 1950s. Margaret went on to become Australia's first female Cabinet Minister, in the Fraser Government.

Stan held many management and directorship roles, including as a director of the Melbourne radio station 3XY, Council President of Prahran College of TAFE, and Council member of Swinburne Institute of Technology, Treasurer and then President of the Victorian Athletics Association. He was also a founding Director (along with Hugh Morgan and John Calvert-Jones) of the Cormack Foundation which invested funds on behalf of the Victorian Liberal Party and related organisations.

Stan was an active member of the Athenaeum Club in Melbourne, and regularly chaired the Aviation Table Lunches and arranged guest speakers. He was also a member of the Catalina Association that represented all of the RAAF seaplane/flying boat squadrons and crews of WW2, as well as a strong supporter and donor to the restoration of RAAF Black Cat A24-88 by Moorabbin Air Museum.

Dame Margaret passed away in November 2020 so Stan is survived by their three children.

Stan will be greatly missed.

### Aviation Cultures Mk VI Conference Wrapped Up

The sixth "edition" of the Aviation Cultures conference was held over the weekend of 15-17 July. The conference was held online, chaired by Tash Heap from the University of Southern Queensland in Toowoomba. Once again the conference was expertly organised by an experienced organising committee including James Kightly, Phil Vabre, Brittany Burgess, Gordon Clarke, Dr Brett Holman, Daniel J Leahy, Keith Webb, Geoff Wong and Jana Woods with the assistance of Bev Laing.

The online nature of the conference allowed a broad participation by aviation academics, professionals and

enthusiasts from around the world.

Once again the "Aerotrivia" night was organised by Geoff Goodall and Phil Vabre, and in a new addition to the conference Daniel Leahy led a "flying scrap" in the online War Thunder air battle simulation.

The AHSA was proud to be a sponsor of Aviation Cultures Mk VI.

### New AHSA Advertising Campaign:

The current Committee is working hard to attract new members and to retain our current membership so that the AHSA Inc. can continue its mission of documenting, preserving and promoting Australia's aviation heritage.

One initiative we have recently started is to advertise the AHSA to let a wider audience know that we exist. The first ad we have started running is in the quarterly journal *The Aviation Historian*. TAH is published in the UK, but they have a global readership and many subscribers in Australia.

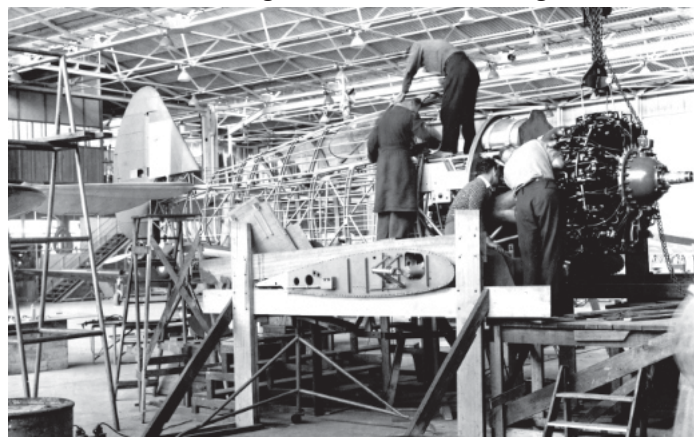
A copy of our first TAH ad is shown below:

## 80 Years of the Boomerang

The first CAC Boomerang took to the air on 29 May 1942, at the peak of the Japanese threat to the Australian mainland.

The astonishingly rapid development of the Boomerang has been well documented by Keith Meggs and Joe Vella in their recent books.

To remind us of the efforts which were undertaken to get this locally-designed fighter into the air in such a short time, here is a small selection of images of the first Boomerang:



Above: Workers assembling the first Boomerang, A46-1 at the CAC factory. A CAC Wackett Trainer sits in the back corner of the factory behind the Boomerang.



Above: The first Boomerang nears completion at CAC. Note the batch number A1 taped to the rudder. The nose of the aircraft is suspended above the floor and an external hydraulic pump is attached, most likely for undercarriage retraction tests. Official RAAF fuselage cockades at this time included a yellow outer band.



Above: Ken Frewin boards A46-1 prior to its first flight. Notice the early style of engine cowling with the oil cooler air intake below the circle of the cowling. This style was only fitted to the first two Boomerangs. Also visible is a protective wire cage around the top of the fin, perhaps to protect the rudder from fouling if the antenna wire broke.



Above: A46-1 takes to the air for the first time at Fisherman's Bend in the hands of CAC test pilot Ken Frewin.



Above: Frewin taxis A46-1 back to the factory apron with flaps lowered after its first flight.

## COMING AVIATION EVENTS

29 Aug - 11 Sep	The Lottery Office Outback Air Race, from Darwin to Coffs Harbour.
24 September	Temora Showcase #4
8 - 9 October	AAAA Fly-In, Tocomwal, NSW
15-16 October	Warbirds Down Under, Temora, NSW
29-30 October	Ipswich Amberley Air Tattoo
12-13 November	Wings Over Illawarra
3-5 March 2023	Australian International Airshow, Avalon, VIC
1 April 2023	Temora Showcase #1
6 May 2023	Temora Showcase #2
16 Sept 2023	Temora Showcase #3
21 Oct 2023	Temora Showcase #4

With all events, please check before you make bookings or travel arrangements to ensure the event is still on. The COVID-19 pandemic has resulted in numerous event cancellations and postponements even at short notice.



## 100 YEARS AGO IN AUSTRALIAN AVIATION HISTORY

### 14 June 1922 - First night flight over Sydney

The first accredited night flight was made over Sydney by J.H. Butler, accompanied by C. Morgan Jones and P.H. Vyner in Avro 504 G-AUDR. Butler lifted the Avro off the ground at Mascot aerodrome at 10:35 pm and remained in the vicinity of the aerodrome at around 5,000 feet until 11:13 pm.

Morgan Jones was a staffer for the Sun newspaper, and a report included the following: It is almost impossible to describe what Sydney looks like at night from the air. The little party of three

who examined it so attentively last night, and all of whom had seen many places from the air, were amazed. As the aeroplane rose in the darkness an ever-increasing wonderland of soft, fluffy lights expanded itself before the gaze; One seemed to be floating above some fairy crop of phosphorescent thistledown. Despite the fact that the machine was rushing through the air at from 65 to 70 miles an hour, the sense of speed was entirely lost.

Sometimes the picture was like gazing at a huge sheet of jet-black paper pierced millions of times by tiny holes through each of which a white light was shining. Sydney at night from the air is a sight never to be forgotten. The 'plane which Lieut. J.H. Butler used for the flight was an Avro-Dyak belonging to Lieut. Michael Cox, of the Aircraft and Engineering Co.

The flight was purely a private one undertaken by the pilot and two friends including Mr. P.H. Vyner, an aeroplane engineer and designer who wanted to see Sydney from above - and to demonstrate the practicability of night flying for commercial or other purposes. Regulation lights were carried.

As a matter of fact, conditions were far from ideal last night, though they were by no means bad. The aerodrome at Mascot is not like English and French 'dromes, supplied with lighting conveniences for such an undertaking. The light of a half-moon intermittently obscured by cloud, with the assistance of a motor-car's head lamps constituted the only assistance in taking off. The distance to the fence, which had to be cleared, had to be guessed.

Source: *The Sun* (Sydney, NSW), Thu 15 Jun 1922, Page 8, "NIGHT FLIERS"

## 50 YEARS AGO IN AUSTRALIAN AVIATION HISTORY

### June 1972 - Concorde's first visit to Australia

AUSTRALIA'S GREATEST FAMILY PAPER  
 BIGGEST READERSHIP OF ANY PAPER IN AUSTRALIA  
**The Sun-Herald** FINAL  
 SYDNEY, SUNDAY, JUNE 18, 1972 144 Pages TEN CENTS

**For you—\$16,000 family contest**  
 Today we announce the richest and most exciting contest ever launched by an Australian Sunday newspaper.  
 It's the great Sun-Herald "Homemakers' Contest," brought to you with the help of Farmer's Stores and ATN-7.  
 And the prizes are the kind that every family dreams about.  
 \$16,000 worth of fine furniture and furnishings—enough, in fact, to redecorate completely THREE whole houses—that's what we have in store for you in this contest of contests.  
 It's another way of showing why "The Sun-Herald" is better than any other two Sunday papers put together...  
 DETAILS AND FREE ENTRY COUPON, PAGE 2

**WHOOSH!—IT'S THE CONCORDE**

With an ear-splitting roar and trailing a cloud of black smoke, the supersonic Concorde flew into Sydney yesterday.  
 This dramatic picture by "Sun-Herald" staff photographer Alan Farrell shows the Concorde landing at Mascot in a smother of smoke from the reverse thrust of the engines.  
 FULL STORY, MORE PICTURES, PAGES 4 and 5.

WEATHER (City): Fogs. Light winds. (Map, details — P 19.)

The supersonic Concorde airliner (serial 002, G-BSST) made its

first visit to Australia, landing at Darwin on Thursday 15 June 1972. Arrival was delayed for about 90 minutes by the need to replace an air conditioning valve at the Manila transit stop, but the Tokyo-Darwin leg was completed in just over four hours.

After landing in Darwin on 15 June the aircraft underwent a day of servicing and checks, and on 17 June made the flight from Darwin to Sydney in 2 hours 51 minutes. The route had been carefully planned by the Department of Civil Aviation to avoid townships and Aboriginal reserves. The flight corridor passed near Alice Springs where the sonic boom was measured and its effects studied.

In Sydney a crowd reported to be around 20,000 watched the aircraft land. The crowd included protesters opposed to the environmental impacts of the aircraft. The aircraft was flown by British Aircraft Corporation test pilot Brian Trubshaw and was accompanied by a chartered VC-10 carrying engineers and technicians.

The aircraft made its first visit to Melbourne on Tuesday 20 June 1972. Protesters concerned about the environmental impact of sonic booms and ozone depletion were again present at the landing.

During the aircraft's stay in Melbourne Sir Reginald Ansett, chairman of Ansett Airlines, said he would order the Concorde supersonic airliner if Ansett was allowed to fly it on the New Zealand route. Sir Reginald spoke after a supersonic demonstration flight as part of the aircraft's world tour. He said in a statement to reporters in Melbourne that he would sign the order immediately he got the New Zealand route and approval for supersonic operations in Australia. Sir Reginald gave his conditions to the Australian Civil Aviation Minister, Senator Robert Cotton, and the Civil Aviation Director-General, Sir Donald Anderson, who were also on the flight.

Sources: *The Canberra Times*, Fri 16 Jun 1972, Page 1, "Concorde arrives late".

*The Sun-Herald (Sydney)*, 18/06/1972

Melbourne Airport website

*Papua New Guinea Post-Courier*, 22 June, p. 6. "Ansett keen on Concorde"

## CIVIL AVIATION SNIPPETS

### Vale Nelson Wilson

News of the passing of Nelson Richard Wilson was received via Ashley Briggs OAM, Chairman of the Moorabbin Air Museum:

The Museum is sad to announce the passing of its founding President and Life Member Nelson Wilson.

Not only was Nelson one of the founding members and first President of the Australian Aircraft Restoration Group and the Moorabbin Air Museum, the very foundations of the AARG can be traced back to when discussions took place around the Wilson family's kitchen table long before the first ever official meeting of the AARG ever took place.

The first home of the AARG was at the Wilson family's property at Wandin North prior to the establishment of the Museum at Moorabbin Airport. Over the years Nelson remained an active supporter of the Museum being responsible for storing aircraft and components for the Museum for many years as well as the complete rebuilding of the Desoutter VH-UPR and BA Swallow VH-UUM.

Nelson was an avid preservationist long before it was fashionable. He restored numerous aircraft and vehicles, probably the most significant would be the P40 Kittyhawk A29-133 which is now on display in the Australian War Memorial in Canberra.

Briggs noted that from a personal point of view he had known Nelson for over forty years and whenever one visited the family home or the hangar at Yering you were always greeted with enthusiasm, friendship and support.

Nelson along with the Wilson family were some of the earliest pioneers of preservation in this country and to this we owe a heartfelt thanks for their vision.

Our condolences to the Wilson family.

### Clifton Fly-In Report

From Tony Arbon we hear news about the June 26 Clifton Fly-In. Clifton being located some 66 nm to the south-west of Archerfield.

The event gathered some 66 aircraft. In the "older aircraft" department the following were noted.

Cessna 170A VH-APK, Bellanca 7GCAA Citabria VH-BWR, Waco EGC-8 VH-EGC, Piper PA22-108 Colt VH-GWM, Piper J3-3c-65 Cub VH-NBD, Cessna 195A VH-ONV, Piper PA22-160 Tripacer VH-PIC, DH60M Moth VH-UMK, DH60Moth Major VH-UUX, Cessna 172K VH-EIW, Porterfield 35/70 24-2236, Piper PA22-125 Tripacer 24-5344 and Cessna 140 24-8469.

There were also a number of Australian built Jabiru aircraft models present. (DP)

### Outback Air Race Returns For 2022



Following a decision by race organisers in May 2021 to delay the Outback Air Race due to uncertainties caused by the COVID-19 pandemic, the race will now go ahead from 29 August to 11 September 2022, following the same route as previously planned from Darwin to Coffs Harbour.

The Outback Air Race is a fund-raising event in support of the Royal Flying Doctor Service, and in 2022 the race is sponsored by The Lottery Office (NT).

The event is a time trial, that allows teams to be competitive irrespective of the size or speed of their aircraft. Race legs are scored according to the actual track recorded, based on navigational and time keeping accuracy.

Winners are awarded for each race leg, the overall event, as well as for the top fundraising team.

Each team will provide a flight plan and race note at the beginning of each leg, complete in all details including estimated time for that leg. All flight plans and race notes must be handed to the race director.

The position of the pre-designated start and finish feature will be notified at or prior to the daily briefing, given as both a visual reference (e.g. a bridge) and bearing/distance from the departure and arrival aerodromes. Timing will commence when the aircraft is closest to the start point and end when the aircraft is closest to the finish point.

Deviation from the route will be allowed to enable teams to enjoy scenic opportunities, visit relatives, or whatever they fancy. As the race committee will be holding flight notes for search and rescue purposes, the intended route must be detailed in the flight plan of the day and Air Services Australia notified as per the A.I.P. of any diversion from the route.

For each race leg, teams will nominate an elapsed time interval and a point will be lost for every second early or late over the check point. Additionally points are lost dependent on the actual passing distance from the start or finish point.

All aircraft must cross the pre-designated feature in cruise configuration and approach the checkpoint at no more than 10nm either side of the direct track. This is a safety requirement. Under no circumstances may aircraft orbit or reverse track. Teams that do not observe this requirement may be disqualified for that leg.

The Defence Force's "Pitch Black" international exercise in NT is scheduled to clash with the start of the event, and as a consequence, the fleet of approximately 40 competitors will depart from Emkaytee (YMKT), a GA airport SE of Darwin rather than from Darwin airport itself.

Source: [www.outbackairrace.com.au](http://www.outbackairrace.com.au)

### Rex Makes It Sixty-One

Regional Express (Rex) recently took delivery of another SAAB 340, bringing their SAAB fleet to a total of 61 aircraft. The 34-seat aircraft, registered VH-ZPO, arrived in Australia from the United States on 20 July 2022 and will enter service once final engineering and regulatory checks have been completed. Rex operates the world's largest fleet of SAAB 340 turboprops.

### Rex Announces Plans To Go Electric

Rex has announced plans to "pioneer the conversion of turbine powered aircraft to electric propulsion".



In a press release issued on 21 July, the company said Rex and Australian-headquartered Dovetail Electric Aviation (Dovetail) would form a of a strategic partnership to pioneer the conversion of turbine powered aircraft to electric, nil-emission propulsion.

The partnership, which will operate under the Dovetail brand, will develop and certify the retrofitting of electric engines onto legacy aircraft, initially for regional and general aviation aircraft.

Dovetail was formed in 2021 by Sydney Aviation Holdings, owners of Sydney Seaplanes and Dante Aeronautical, a start-up pioneering disruptive electric aviation concepts with a presence both in Spain and Australia.

Sydney Aviation Holdings CEO, Aaron Shaw, said: "We are incredibly excited to collaborate with Rex Airlines and Dante Aeronautical on an initiative that promises to put Australia firmly on the map as a global leader in the conversion, certification, and maintenance of electric aircraft. For the first commercial electric flight to occur on such an historically important aviation site as Rose Bay just adds to our enthusiasm for this ground breaking project."

Rex will provide an aircraft to be used as a test bed for the project along with a raft of support facilities including engineering expertise, technical assistance, maintenance, repair and overhaul (MRO) support as well as storage facilities and workforce accommodation.



Above: Rex currently operates a fleet of 61 SAAB 340 twin turboprop aircraft as well as six Boeing 737-800NG jets. (Rex)

John Sharp, Deputy Chairman of Rex Airlines, said: "Rex is both proud and excited to be at the forefront of developments in sustainable regional aviation and helping our national efforts in achieving the target of net zero emissions by 2050."

"Regional airlines operating short sectors as well as seaplanes and training aircraft will be the early adopters of electric battery propulsion. Australia, with its very high utilisation of regional aviation and large number of aircraft capable of conversion, is a perfect incubator for the electric aviation industry. Significantly lower operating costs of electric aircraft will also help to

stimulate regional aviation services between communities not currently served by scheduled flights.

"We are delighted to partner with Sydney Seaplanes and Dante Aeronautical in Dovetail Electric Aviation and to lend our aviation and engineering expertise to advance its progress, while also accelerating Rex's journey to a zero emissions future.

"Dovetail promises to deliver the holy grail in aviation: true sustainability; lower maintenance and operating costs and also less waste as a function of the reuse of existing aircraft," said Mr. Sharp.

Source: Rex Aviation media releases, [www.rex.com.au](http://www.rex.com.au)

### Mustang Returns

Former RAAF Mustang A68-674, now registered as VH-LUI, was ferried by Steve Death from Wanaka, New Zealand to Wangaratta for its new owner Doug Hamilton on 18 June 2022. The ferry route took the aircraft from Wanaka to Norfolk Island (via Keri Keri), for a two night layover on Norfolk due to weather. The last Mustang landed on Norfolk in 1953. The aircraft then departed Norfolk Island at 0730 on 18 June and flew to Gold Coast where the aircraft was refuelled and cleared customs then departed direct to Wangaratta. Doug's Kittyhawk VH-PFO met the the Mustang over Rutherglen at 1333 hours.



Above: Steve Death flying VH-LUI / A68-674 at the end of its ferry flight from Wanaka, NZ to Wangaratta, Vic. (Precision Airmotive)



Above: New owner Doug Hamilton (left) congratulates ferry pilot Steve Death (right) on the delivery of VH-LUI from Wanaka to Wangaratta. (Precision Airmotive)

This is an American-built NAA P-51D-20NT received by the RAAF on 4 July 1945 at the end of WW2, then struck off charge in November 1945. It was moved to Benalla for storage and sold as scrap by the Department of Aircraft Production on 25 September 1949. The aircraft was found derelict on a farm near Benalla by Pearce Dunn in the 1960s (together with A68-506, 659 and 679) and was partially restored to static display condition at his Warbirds Aviation Museum in Mildura using parts from all four recovered aircraft. The aircraft was purchased by "Dusty" Lane and partners Geoff Milne, Vincent Thomas and Alan Lane, with the registration VH-CVA being allocated in 1982. Permission to export the aircraft for overseas restoration was

granted, on the understanding that it would return. The aircraft was restored by Bill "Tiger" Destefani's Warbirds West team. The ammunition bays were fitted with additional fuel tanks and the gun bays were retained for carrying baggage. The aircraft was registered as N9002N in December 1987 and operated by Steve Wilmans of King City Aviation in California. It passed through several US owners until being purchased by Robert Borrius-Brook (Jet Flight Wanaka Ltd) and shipped to New Zealand, arriving in November 1994. The aircraft was re-assembled by Pioneer Restorations at Ardmore Airport (including the removal of autopilot and air conditioning) and ferried to Wanaka on 23 February 2005. Registered as ZK-SAS it made many appearances on the New Zealand airshow circuit.

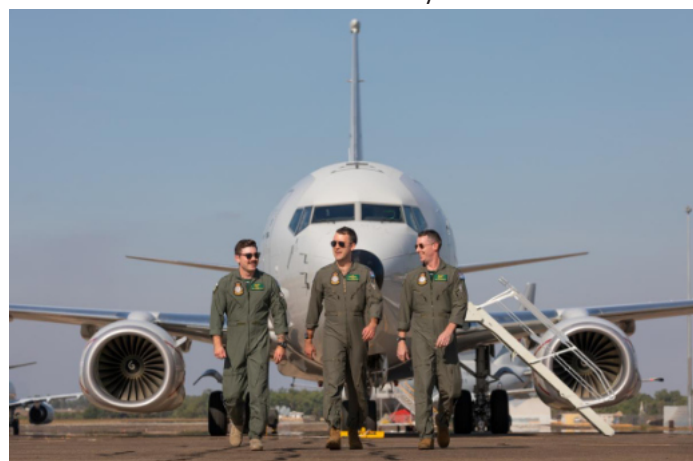
VH-LUI is one of only 2 former RAAF examples in Australia that is not CAC built (the other is A68-648 in the Australian War Memorial).

Sources: Precision Airmotive Wangaratta; Southern Cross Mustangs

## MILITARY AVIATION SNIPPETS

### Poseidons Join Diamond Storm for First Time

P-8A Poseidon crews from No. 11 Squadron joined Exercise Diamond Storm for the first time in July 2022.



Above: Airborne Electronics Analyst Corporal Sean Toogood, left, Pilot Flying Officer Isaac Stephenson and Airborne Electronics Analyst Corporal Thomas Inslay, from No. 11 Squadron, at RAAF Base Darwin. (Photo: Leading Aircraftman Sam Price)

Introduced to Air Force service in 2016, the P-8A Poseidon is a potent maritime patrol and reconnaissance aircraft flown by No. 11 Squadron, incorporating the latest maritime surveillance and attack capabilities. The P-8A Poseidon brings flexibility, responsiveness and attack capability to the joint force in its primary roles of antisubmarine warfare, anti-surface warfare and maritime surveillance.

Given the P-8A's maritime role, well established procedures for working with Navy are already in place. Exercise Diamond Storm was a golden opportunity to enhance integration with other Air Force platforms.

Squadron Leader Matthew Coombes, Training and Standards Flight Commander with No. 11 Squadron and Course Director for 01 Maritime Combat Instructor (MCI) course, said maritime strike was a key area where multiple participants can work together to integrate the capabilities of our separate platforms.

"As a small Air Force and Defence force, we need to maximise the efficacy and lethality of every aircraft and missile that we have. Air warfare instructors are a critical enabler for achieving this," Squadron Leader Coombes said.

For a maritime nation such as Australia, the core capabilities of the P-8A Poseidon need to be understood by all Air Force's future tactical leaders.

On Diamond Storm, the MCIs worked alongside F-35A Lightning IIs, F/A-18F Super Hornets, EA-18G Growlers, KC-30A MRTTs,

C-130J Hercules, 4SQN Combat Controllers, USMC MV-22 Ospreys and Tiger armed reconnaissance helicopters.

"It was a steep learning curve for us, as a traditionally Navy-aligned and supporting platform, to becoming fully integrated into what are traditionally fast jet mission sets. That said, the learning was extraordinarily rewarding for all the MCIs," Squadron Leader Coombes said.

Source: Department of Defence

### Fleet Air Arm Celebrates 75th Anniversary

The Navy Fleet Air Arm (FAA) hosted a black tie reception at the FAA Museum in Nowra as part of its 75th anniversary celebrations. Former Chief of Navy Vice Admiral Tim Barrett, local Indigenous Elder Uncle Sonny Simms, Shoalhaven City Council Mayor Amanda Findley and past and present FAA members mingled with other guests on a viewing deck above the museum's historic collection of Navy planes and helicopters.

Commander Fleet Air Arm Commodore David Frost said the FAA has contributed to Australian Defence Force operations in war and peacetime, including the conflicts in Korea, Vietnam and the Middle East: "More recently, it has contributed to humanitarian and disaster relief operations in Fiji and Tonga, and also bushfire and flood relief in eastern Australia. While we reflect on the distinguished service of our naval aviators, I'd also like to express our gratitude for the enduring support we've received from the public, in particular the Shoalhaven Community, in which we live and work."

Mayor Findley said having a big Navy community in Nowra was important: "We appreciate what it is that you men and women do for our country every single day."

The FAA was built on the shoulders of accomplished aviators such as Korean War veteran Commodore (retd) Norman Lee, who joined the Navy as a recruit rating pilot in 1948. "Only claim to fame, 254 Firefly accident-free axial deck landings," Commodore Lee said.

Commander (retd) Ian Maxwell 'Max' Speedy, who joined the Navy as a midshipman in 1962, said his most challenging flying was in the famed Bell UH-1H Iroquois 'Huey' in Vietnam. "I think the remarkable thing is the way we transitioned from essentially sitting out over the ocean in the hover with an anti-submarine mission in mind, to going into a red-hot and steamy landing zone, having people killed and proceeding to doing your best to stay alive."

The retired Commander said the FAA remained a critical arm of the Australian Defence Force. "Having reached 75 years is a matter of history and the next 75 years will be just as important."

Source: Department of Defence

## INDUSTRY NEWS SNIPPETS

### New Models Unveiled by Australian Aircraft Kits

Taree-based kit aircraft manufacturer AAK have been working on several new projects, and two of them recently appeared on the company's website blog.

The all-metal **AAK Chilton** 19-1937 has been completed and has entered flight testing.



This delightful replica single-seater inspired by the 1937 Chilton

D.W.1 follows the usual all-metal construction favoured by AAK's founder Ole Hartmann. The aircraft is powered by a Rotax four-cylinder engine which is neatly enclosed within the smooth cowling.



In a similar all-metal vein, the **Alloy Cub** two seater is also nearing completion. To quote the information from the AAK blog: "The classic design and lines resemble the well-known Piper J3, however the full metal AAK Alloy Cub is a little more exotic and spiced up with a high undercarriage, large stroke suspension, large Flaps and some neat details to make it an everyday fun aircraft for going flying In the Bush.



The control system is a full push-pull rod system with direct feedback and maintenance free operation as proven in thousands of AAK Hornet flying hours. The seating arrangement is spacious and designed for tall "Ole type guys and girls" and has adjustable seat arrangements in place.



The wings for the Alloy Cub are from the Hornet STOL and minor modifications make them ideal for the use on the Alloy Cub as

well. This is adding a strong maintenance free full-metal wing with great speed envelope, super slow flying capabilities and STOL performance to the Alloy Cub.

The usual Cr-Mo steel welded centre section as one would expect from any AAK aircraft is built for strength and safety at all times incorporating all systems and attachment requirements, seating, controls, engine mounts and strut fixtures.

Up front, we are currently installing a Rotax 914 Turbo with the typical cylinder head exposing cowling layout to align with the classic lines. The firewall forward arrangements will facilitate the installation of the new Rotax 915is as well.

With the new MTOW regulations coming into effect with the RAA, we will see the Alloy Cub operating at 700kg MTOW."

Source: [aircraftkits.com.au](http://aircraftkits.com.au) (including all photos)

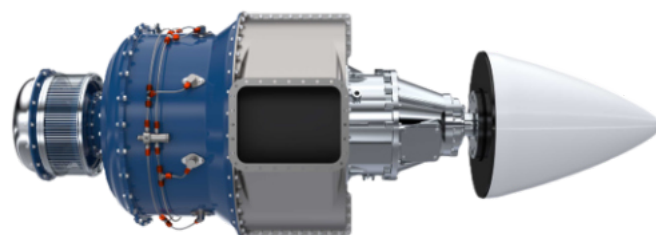
### Technical Update From TurbAero

The start-up Australian turbo-prop engine manufacturer TurbAero recently issued a technical update, as follows:

We are pleased to announce that our technical program has progressed to the point where we are contracting for the manufacture or supply of several of the major components of the engine.

The components or assemblies that are now contracted for prototyping include: gearbox, combustor liner, turbo-machinery components, recuperator and fuel nozzles.

We anticipate manufacturing or sourcing the remaining components during the next quarter. While this is exciting news for our technical program, what has become more evident as COVID-19 continues to affect the world is that the supply chain for aerospace componentry has been severely disrupted. The availability of the raw materials required to manufacture our components, combined with staffing issues with the suppliers, have resulted in long lead times to get components manufactured. We are doing our best to reduce the lead times, but our timeline is now at the mercy of the supply chain.



Above: CAD model of the TurbAero Talon turbo-prop design. (TurbAero)

However, this progress towards the manufacturing of prototype components is very exciting for us. After so long designing components, it is exciting for all concerned to now be prototyping these engine components.

As components are manufactured, we will provide details through our social media channels so please keep an eye on our Facebook page and YouTube channel.

For those that have been enquiring about propellers to be used on the Talon, we had intended to keep the engine less complex by offering only an electric constant-speed propeller system. However, based on feedback from customers, we have now made the provision for a hydraulic constant-speed propeller to be used on the engine. Our new gearbox design is a two-stage planetary reduction design, and through an accessory drive port, we now have the provision to install a hydraulic governor for propeller control. The manufacturers of our propellers have still to be finalised.

Source: [www.turb.aero](http://www.turb.aero)

### Quickstep To Build Cargo Drones For Dronamics

European-based Dronamics, a leading "middle-mile" cargo drone developer and operator, have selected Australia's Quickstep as its first strategic manufacturing partner. The partnership MOU was announced at Farnborough International Airshow on Monday 18 July.

The non-binding MOU requests that Quickstep supply engineering and manufacturing services to support Dronamics to accelerate the production of Black Swan cargo drones. Detailed commercial negotiations have commenced and are expected to result in binding agreements for Phase 1 (Prototype) by 31 October 2022.

It is anticipated that the first aircraft will be delivered during 2023, the long-term plan targets progressively increased aircraft production over the next four years.



Above: The Black Swan is a large autonomous cargo-carrying drone, designed for operation from general aviation airports. It has a wingspan of 16m (52 feet) and can carry a payload of 350 kg over a range of up to 2,500 km. (Dronamics)

Dronamics recently became the first cargo drone company to obtain a European drone airline license, and is planning to launch commercial operations in Europe before the end of 2022 and Australia from 2023.

Dronamics also recently announced the appointment of Tony Mathews as Strategic Advisor, to bolster Dronamics' preparation for commercial launch and operational scale up in Australia and beyond.

With more than 45 years in the aviation industry, Tony most recently led the Civil Aviation Safety Authority in Australia as Chairman in 2018-2021. Previously, he held a number of senior roles including a board member and Deputy Chairman at Airservices Australia, General Manager Aviation for the Royal Flying Doctor Service and General Manager and Chief Pilot for Qantas regional subsidiary Southern Australia Airlines. Tony is a qualified commercial and airline transport pilot and will work closely with DRONAMICS CEO and Co-Founder Svilen Rangelov as well as the company's growing team in Australia.

Sources: [quickstep.com.au](http://quickstep.com.au), [dronamics.com](http://dronamics.com)

## MUSEUM NEWS

### Worimi Hornet to Williamtown Aviation Heritage Centre

The historic F/A-18 Hornet A21-023, known as the Worimi Hornet, is now on permanent display at the Williamtown Aviation Heritage Centre.

A21-023 was delivered to Air Force in February 1988. The aircraft deployed on Operations Bastille and Falconer in 2003, flying approximately 150 hours on 30 combat missions and delivering ordnance on at least seven of those missions.

On 12 April 2003 it took part in providing the first close air support for Australian land forces (the Special Air Services Regiment) since Australia's participation in the Vietnam War ended in January 1973.

In February 2015, the aircraft was unveiled with Balarinji artwork at the Australian International Airshow in Avalon by then CAF AIRMSHL Geoff Brown.

The Balarinji design agency created the artwork, which features the pilot markings of the late WOFF Len Waters, Air Force's first-known Indigenous fighter pilot.

The Worimi people are the traditional owners of the land on which RAAF Base Williamtown stands and the livery acknowledges the Indigenous people who have served in the ADF.



Above: F/A-18 Hornet A21-023 – known as the Worimi Hornet – is on permanent display at the Williamtown Aviation Heritage Centre. Image courtesy of WOFF Paul Clarke.

Heritage Centre Collection Manager WGCDCR Linda New was delighted to welcome the Hornet.

"A21-023 is an iconic aircraft for both its distinguished service history and its artwork, and I know it's going to be a much-loved attraction," WGCDCR New said.

A21-023 flew a total of 5663 hours with Nos. 3, 75 and 77 Squadrons before retiring in December 2020.

Source: Department of Defence

### Another Dak for HARS

The Historic Aircraft Restoration Society (HARS) team recently undertook the delivery of another Douglas Dakota, for display at the Parkes facility.

The aircraft is C-47A-30-DK c/n 14050-25495, formerly registered as VH-DMV, BAB and CAO. It was delivered to the United States Army Air Force as 43-48234 and flown in the South-West Pacific Area, being struck off charge at Manila. It was purchased by the DCA in March 1947 and registered as VH-CAO. It was purchased by Brain & Brown Air Freighters and registered as VH-BAB in March 1962, then purchased by Air Express Holdings in November 1976. Acquired by Malcolm Long in 1979, it was restored to its USAAF 5th Air Force markings and displayed with the rest of his collection at Chewing Gum Field and later at Airworld Wangaratta.



Above: A team from HARS readies "Oklahoma Gal" for its road-trip from Caboolture, Qld to Parkes, NSW. (HARS)

More recently it was owned by Dave Kingshott of Pacific Dakota Restorations / Complete Aircraft Care and has resided at Caboolture for several years after arriving from Mareeba in December 2014.



Above: "Oklahoma Gal" on the grass at Caboolture on 2 March 2015 after an engine run. (Derek Buckmaster)

### TAVAS Closes Its Doors

After 10 years of operation The Australian Vintage Aviation Society at Caboolture has closed its museum. TAVAS was Australia's only collection of flying WW1-type aircraft, and was created with the aim of commemorating the pioneering pilots and planes that made Australian aviation what it is today – from the earliest hops to the Great War aces and beyond.

TAVAS was started some 10 years ago by Andrew carter and his wife Nathalie. Enthusiasm was high, such that a few members of TAVAS built their own WW1 aircraft. The latest was a Sopwith Camel built by Chris Wilson.

The museum was hit hard by the two years of the COVID-19 pandemic and its subsequent lockdowns. There was a lack of incoming finance. Recent rent increases were the final challenge.

Most of the aircraft have been dismantled and stored in a much smaller hangar at Caboolture. The last aircraft to be operated (although not flown) by the museum was their Henri Farman III biplane replica. The big open cockpit, indeed no cockpit, machine was rolled out in early April with a view to it making the last flight for the museum. Taxi-tests were completed successfully but alas a mechanical glitch prevented the final checks for a Certificate of Airworthiness.



Above: The Henri Farman III 1909 replica after assembly at TAVAS. The replica was built by a team at the Owl's Head Transport Museum in Maine, USA. It arrived at Caboolture in early 2018. If this looks like a Bristol Boxkite, that is because the Boxkite design was copied from the Henri Farman III! (uncredited image from the TAVAS website).

The museum may have closed but it has no doubt left a legacy of early flying and the operation of early aircraft types. That is to be commended.

As David Knight, membership secretary of the AHSA, said "we hope that despite the closure, the museum may continue to exist in some form of legacy."

The TAVAS website continues to be available (as of the time of writing in early July 2022) at [www.tavas.com.au](http://www.tavas.com.au). (DP)

### Progress At The Australian Aviation Heritage Centre

You may well ask what is the Australian Aviation Heritage Centre? The AAHC has been operating at Caboolture since 2014, and was formerly (and more commonly) known as the Beaufort Restoration Group. The AAHC are focused on the restoration of DAP/Bristol Beaufort A9-141 to airworthy condition.

The AAHC have recently revamped their website (shown below) and have developed a Facebook presence to keep supporters and members informed of their latest activities.



In addition to the Beaufort restoration, the group's hangar also houses a number of other historical aircraft, including DHC-4 Caribou A4-228, five Bell OH-58A and CAC CA-32 Kiowa helicopters (A17-005, 007, 033, 034, and 035), and Westland Wessex Mk31B ex Royal Australian Navy N7-214/WA214.

The AAHS hangar at Caboolture will also host Greg Batts' CAC Boomerang A46-54 MH-B once flight-testing has been completed by Aerotec in Toowoomba.

Source: [www.aahcqlld.org.au](http://www.aahcqlld.org.au)

### First Production Jabiru Acquired by Narromine Aviation Museum

Australia's oldest surviving Jabiru aircraft will be a key drawcard for the Narromine Aviation Museum.

Funding of \$10,000 was provided through the National Cultural Heritage Account toward the cost of securing the Jabiru, the first production aircraft sold by the company.

This is the first of its kind collected for public display and will capture the important story of Jabiru Aircraft Pty Ltd, of Bundaberg, which has produced over 2,000 aircraft and 7,000 engines locally to date and exported to over 30 countries.

The aircraft will be part of the Narromine Aviation Museum's permanent collection, suspended in the main display hall.

The National Cultural Heritage Account ensures our cultural objects are preserved and available to the Australian public.

Image of Jabiru aircraft, courtesy of Narromine Aviation Museum.



Source: Department of Infrastructure, Transport, Regional Development and Communications, Office for the Arts

## NEW AUSTRALIAN AVIATION HISTORY BOOKS

Included below are several notable new releases covering Australian aviation history.

### The Aircraft Projects Of Commonwealth Aircraft Corporation by Joe Vella



This new book by the well-known author and stalwart AHSA member Joe Vella has just been published (April 2022).

Joe began writing this book in 1983 when he was invited by the management of CAC to conduct an independent review and compilation of the company's historical archives. When the company was taken over by Hawker de Havilland in July 1985 the official impetus for a company history evaporated. But Joe continued with his writing and tried unsuccessfully to attract interest from numerous publishers, various companies and industry bodies.

The hand-typed manuscript languished in storage for many years until the concept of self-publishing and print-on-demand came into vogue. With some encouragement and mentoring in desktop publishing software, Joe decided to move down this path and so the typed manuscript was scanned and optical-character-recognition employed to convert the files to editable text.

The finished book is an invaluable reference to the aircraft projects commenced by CAC – a total of 106 projects are described. These include projects which were brief conceptual works all the way to projects which entered series production. The political and economic context of the projects is also

explained. The projects are outlined in chronological order, making the book easy to follow. A major feature of the book are around 90 of Joe's drawings which illustrate the projects and complement many CAC factory drawings.

The book contains 408 pages, including a comprehensive index. Chapters in the book are as follows:

- Introduction: A brief company history (29 pages)
- Chapter 1: Build-up to war
- Chapter 2: First-generation jet fighters
- Chapter 3: Basic trainer thinking
- Chapter 4: Fast jets and Sabre prospects
- Chapter 5: Winjeel derivatives, private aircraft venture and naval work
- Chapter 6: Supersonic trainer/attack aircraft
- Chapter 7: Commuter aircraft, helicopters and naval exports
- Chapter 8: System upgrades, MB326H concepts and submarine detection
- Chapter 9: Light transports and light military support aircraft
- Chapter 10: Advanced and basic trainer aircraft concepts – a last fling
- Chapter 11: Post company merger projects
- Chapter 12: Aero engine work (317 pages for the above chapters)

Appendices:

- 1 CAC Company Data
- 2 The Government's Control of the Aircraft Industry
- 3 CAC Logos
- 4 Selected Design & Program Management Personnel
- 5 An Explanation of Constructor Number Revisions
- 6 Design Families
- 7 Organisation Charts
- 8 Factory Layout
- 9 Contract Number List (As issued by CAC)
- 10 Production Aircraft List (As issued by CAC)
- 11 Aircraft Constructor Numbers
- 12 CAC Project and Drawing Number Systems
- 13 Design Origin Background (18 pages for the above appendices)

And finally a 23-page photographic addenda of images collected during the editing of the book.

The book is available through online bookstores for a recommended retail price of \$65. ISBN 9780645185904

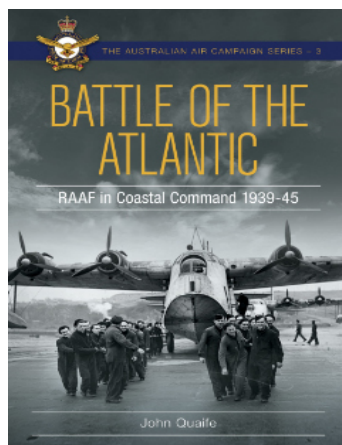
Search the following websites for the best price on offer:

[www.booktopia.com.au](http://www.booktopia.com.au)

[www.amazon.com.au](http://www.amazon.com.au)

[www.fishpond.com.au](http://www.fishpond.com.au)

### Battle of the Atlantic - RAAF in Coastal Command 1939-45 by John Quaife



No 3 in The Australian Air Campaign Series produced by the RAAF History and Heritage Branch.

At the outbreak of World War II, somewhat by accident - and just as the first shots of the war were fired - young Australian airmen from the Royal Australian Air Force were engaged in operations that would become known collectively as the Battle of the Atlantic.

Arguably lesser-known than air campaigns in other theatres, large numbers of

Australians who volunteered for service with Royal Australian Air Force, found themselves fighting in this battle. Australians were there at the outbreak and many would go on to fly some of the final missions of the war in Europe.

This book captures some of the experiences of the Royal

Australian Air Force members who served with Coastal Command and, through the weight of numbers alone, stories of the Sunderland squadrons and the Battle of the Atlantic dominate the narrative.

Being critical to Britain's survival, the battle also dominated Coastal Command throughout the war but Australians served in a surprising variety of other roles. The nature of many of those tasks demanded persistence that could only be achieved by large numbers of young men and women being prepared to 'do what it took' to get a tedious and unrewarding job done. Over 400 did not come home.

Published by Big Sky Publishing in association with RAAF History and Heritage Branch; Softcover, 170 x 245mm; B+W photos, colour profiles; Released: 04 April 2022; ISBN 9781922615985; RRP \$19.95

## Units of the Royal Australian Air Force



Units of The Royal Australian Air Force recounts the narrative history of *currently active* RAAF Squadrons, Units and Wings and includes a description of the evolution of the RAAF's higher headquarters and Groups.

The narratives of all currently active Units commence with their first formation, often with different names and performing different functions to today, and continue through the years, to the present. The histories of the RAAF's oldest Units commence with their formation as part of the

Australian Flying Corps.

The narratives are richly laden with the significant achievements, contributions and sacrifices of individual RAAF members. The extensive index is replete with their names and with the designations of Units, past and present. The index also includes the names of numerous combat and humanitarian assistance operations and operational exercises in which the RAAF has played a role.

Units of The Royal Australian Air Force is illustrated with images depicting the diversity of Air Force people and roles in the RAAF's Centenary year. It is a must have for all those who have served and serve in the RAAF, those with a passion for Australian military history, and the broader members of the public wishing to gain an appreciation of the Royal Australian Air Force in its Centenary year.

Units of the Royal Australian Air Force can be purchased on its own, or in a boxed set with an updated edition of Aircraft of the Royal Australian Air Force.

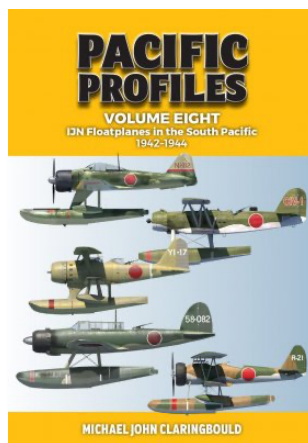
Published by Big Sky Publishing in association with RAAF History and Heritage Branch; Released: 1 April 2022; Pages: 636; Book Type: Hardback; Dimensions: 220mm x 285mm; ISBN: 9781922615978; RRP \$49.99

## Pacific Profiles Volume Eight: IJN Floatplanes in the South Pacific 1942-1944 by Michael Claringbould

Volume Eight of the Pacific Profiles series presents the most accurate profiles and histories to date of Imperial Japanese Navy floatplanes which served in the South Pacific theatre, throughout New Guinea and the Solomons.

This is a complicated subject! To quote from Michael Claringbould's introduction: "If the reader is confused by the constantly changing permutations and combinations herein, spare a thought for the author whose task was to unscramble them!"

Indeed, it has taken Michael's many years of familiarity with arcane Japanese records to make sense of this subject. IJN Floatplanes were used widely in many roles including as frontline fighters. The full story is truly fascinating. This book covers all shore-, ship- and submarine-based floatplanes.



The markings of the following seven floatplane types deployed in the theatre are covered:

Mitsubishi A6M2-N Rufe  
Nakajima E8N2 Dave  
Aichi E13A1 Jake,  
Mitsubishi F1M2 Pete  
Kawanishi E7K Alf  
Watanabe E9W Slim  
Yokosuka E14Y Glen

Floatplane operations commenced in January 1942 with the invasion of Rabaul. Later Rufes were often misidentified as Zeros with their presence in the Solomons seemingly ubiquitous. Petes often fought Allied fighters,

with other types focused on reconnaissance and occasional bombing missions, sometimes at night. Most floatplane activity had ceased by late 1943, leaving a handful of stay-behinds operating from Rabaul and Kavieng.

Illustrated, unit by unit, are examples of the varied types of markings, camouflage and tail code systems which appeared on floatplanes assigned to sea tenders, shore, ship and submarine-based units. Each of the 76 profiles cites and draws on evidence from colour photos, Combined Fleet orders, POW interrogations, technical reports and post-war wreck surveys.

Brief histories of every unit includes their role in the theatre and defines the ever-changing markings systems as ordained by Tokyo. Numerous maps and diagrams help the reader understand command structures such as the R-Area Air Force and the 11th Seaplane Tender Division.

Never before have such accurate profiles been presented, most for the first time. The author is world-renown for his expertise in Japanese aerial warfare in the Pacific.

Michael Claringbould, full colour, fully illustrated, 124 pages, 250 x 176mm, Avonmore Books, 2022 ISBN 9780645246940 \$36.95

## William Ewart Hart - A Forgotten First by Keith White



A new free eBook has been released detailing the life and feats of pioneer Australian aviator William Hart. The book was written by the late Ronald "Keith" White.

One hundred and ten years ago Australian aviator William Ewart Hart, who had gained Australia's No. 1 Pilot's licence, was in the headlines with an American airman named Stone, who was bestowed a suitable nickname for such a live action performer, "Wizard".

A race was struck between them, making it the first aviation race in Australia to be held on 15 June 1912. Mr. Philip Lytton, an events

promoter, had signed up Stone and Hart for the greatest show that Sydney had ever seen before. Lytton knew that flying machines alone would not bring the paying public through the turnstiles, so he added motorcar and motorcycle races, as well as a model aircraft competition. It was touted as the First International Aviation contest. Unfortunately, this contest was called off due bad weather. A whole program of thrilling events

at the Ascot racecourse did go ahead, but not the exhibition flying.

It was a fortnight later that the tournament was rescheduled. Hart flew from Surrey Park, Botany, to Parramatta Park in his rebuilt bi-plane and won. It was arranged that Wizard Stone would fly some five minutes later, however, Stone who had a faster monoplane, lost his bearings in the Winter clouds and was forced down as his plane was running low on fuel. Stone made the mistake of following the river. He should have had the Parramatta River on his right, but the stormy clouds confused him so much that he went seaward. He ended up in Lakemba. Hart, being born and raised in Parramatta, knew that best way was to just follow the railway line. Stone had a whole two weeks to check maps of the flying course, but he knew better. It was a classic tortoise and the hare race. Subsequently, Hart won the £250 prize money.

So, it was on 29 June 1912, that aviator Billy Hart left Botany at 3.30pm and landed in Parramatta Park at 3.54pm, and consequently won the first Australian "international" air race.

So, in the spirit of commemorating aviator Billy Hart's win 110 years ago, Greg Edwards has loaded an electronic copy of White's book onto the archive.org website and it can be read online or downloaded (free of charge) for offline reading.

The book grew out of research conducted for an article in the AHSA journal Aviation Heritage in September 2011 and includes much more information and corrects some errors in the article.

The source of information about Billy Hart and his aviation adventures includes newspaper and magazine articles, historical societies, copies of correspondence held by the National library in Canberra and the like.

The author, the late Keith White was born in Sydney in 1926, and the 1930s fuelled his lifelong interest in aviation history. He joined the RAAF in April 1944 and, with pilot training not available, he chose gunnery training and was posted onto B-24 Liberators as a ball turret gunner. His units operated in New Guinea and from Australia.

Keith stayed with the same crew until the war ended. He then qualified as an accountant and spent most of his working life in the appliance industry. Keith retired from this in 1985 and then worked as volunteer, including 9 years with the Australian Aviation Museum at Bankstown. He joined the Aviation Historical Society of Australia (NSW) in 1990, was soon appointed to the Committee, and was Treasurer from 1995 to 2003 and again from 2009 to 2010. He studied the life and times of pioneering aviator William Ewart Hart for last three decades.

Keith died on 8 October 2018, and it was his wish to have his book published and made available free of charge to all those who enjoy the history of aviation.

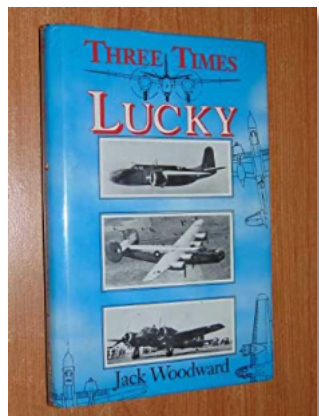
The website to access the book is as follows:

[https://archive.org/details/keith-whites-a-forgotten-first\\_2022/mode/2up](https://archive.org/details/keith-whites-a-forgotten-first_2022/mode/2up)

## BOOK REVIEW

*If you have read a good book about Australian aviation history, please send us a review and let others know what you thought!*

### Three Times Lucky by Jack K. Woodward



An oldie but a goodie! The book is broken down into three parts. Part 1 – With the Blenheims in Malaya. Part 2 – from the Bostons to the Liberators. Part 3 – Postscript.

Jack Woodward was born in Cairns, Queensland. The book is the story of Woodward with the RAAF during WWII. He was mustered in Air Crew as an Observer, and trained in Australia. After training he was

sent to Singapore, part of Malaya at that time. War with Japan broke out six weeks later. The author kept a daily diary (probably not allowed!) and recounts on a daily basis how he survived the Japanese invasion of Malaya and Singapore and how he managed to get back to Australia.

The first time lucky was that of Woodward surviving the forced landing of a Blenheim at night. The second time lucky was when he was aircrew in an Avro Anson that suffered the failure of both engines and the aircraft ditching in Bass Strait. He and the other crew were rescued. Others who ditched in Ansons were not so lucky. The third time lucky was when the Liberator he was in was shot up by Japanese anti aircraft fire on a bombing raid nine days before the end of the war. The Liberator managed to stagger 400 miles home with engines that should have failed. The normal cruising speed was 150 to 160 mph but on the return flight this dropped back to 90 mph such was the damage to the machine.

The story is from his diary; log book and private records kept by him, and the photographs are mainly taken by him. There are many photographs and maps in the book.

This book is unusual and interesting in that the author kept a daily diary and much detail. So different from many books about the era, the theatre of war and the Japanese southward push with attacks against Australia.

The book was originally published in 1991 and so is not generally available on bookshelves. For those seeking a copy use the above details on the internet and try for a second-hand copy on auction sites or via a specialist book seller. Worthwhile.

Three Times Lucky by Jack K. Woodward. Boolarong Publications. 1991. 230 Pages. Hard cover 155 x 245 in size. Three page index.

(DP)

## RESEARCH CORNER

### Defunct Airlines of Australia

Did you know that contributors to Wikipedia have compiled a list of defunct airlines in Australia? The list was first created in June 2015 by the user Alvorado (who no longer appears to be active on Wikipedia) and now contains 323 entries (at the time of writing on 6/5/22). One of the major contributors goes by the username Chesipiero. You can find the list at the link below:

[https://en.wikipedia.org/wiki/List\\_of\\_defunct\\_airlines\\_of\\_Australia](https://en.wikipedia.org/wiki/List_of_defunct_airlines_of_Australia)

### Bert Hinkler Letters Now Available Online

Newly digitised letters from Bert Hinkler to his mother and family are now available to view via State Library of Queensland catalogue One Search. These historically significant handwritten letters provide, in Bert's own words, early aviation experiences, how he was developing aviation inventions and his remarkable accounting of aviation feats. This talented young man quickly moved to the world stage as the public became aware of unimaginable solo flights and the development of his aviation patents that changed flight forever.

The remarkable letters are now fully accessible to researchers, students and the world, due to recent changes in the Australian Copyright Act. As of January, all unpublished works have a standard term of either life of the author plus 70 years or 70 years from creation regardless of whether they are published or not. Thus, Bert's letters are now out of copyright, providing unprecedented access to one of Queensland's most extraordinary heroes.

Hinkler's letters can now be viewed online through State Library of Queensland's One Search catalogue. See item 4:

<https://collections.sla.qld.gov.au/guide/om68-24/details>

### List of Aviation Archives

A useful list of world aviation archives has been collated by Noah Stegman Rechtin on his "Warbird Philosophy" web page. The list may be accessed at the following URL:

[https://warbirdphilosophy.com/wiki/Aviation\\_Archives](https://warbirdphilosophy.com/wiki/Aviation_Archives)