

The Fate of the Halberstadt CL 11



A Tasmanian WW1 Trophy

Paul A.C. Richards & Iain Pinkard

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Introduction

In June 1918 at Flesselles¹ a German Halberstadt CL II Aircraft, number 15342/17 was forced to land by Lieutenants Armstrong and Mart of No 3 Squadron Australian Flying Corps. This particular aircraft was fully intact and represented a prized WW1 war trophy.

The Halberstadt CL.II 15342/17 was flown by Gefr. Kuesler, P, and Vzfw. Müllenback, G, of Schlsta 13 and was captured at Villers Bocage on 9Jun 1918. R.² The plane was then flown to England where it was disassembled, boxed and presented to the Australian Government as a war trophy. It was then given to the Tasmanian Government.

In December 2019 Iain Pinkard a keen aviation enthusiast and member of a newly formed Tasmanian Aviation Society had some twenty years previously undertaken research on the Halberstadt gifted to Tasmania by the Australian War Museum in 19XX. At this meeting he showed me a small folder with what research he had been able to secure on the plane. Although there were only a few pages it was a story of fascination and too compelling to put aside.

With further research by both Ian and myself helped along by past and more recent requests to the Australian War Memorial circa 2000 and 2020 the story unfolded and formed the basis of this book for the Tasmanian Aviation Historical Society of which both Ian and I are foundation members. The story of Aviation in Tasmania is also unfolded with the recording of the first flight, Arthur Long's crossing of Bass Straight and other aviation pioneers, the founding of the Tasmanian Aero Club and the rise of the Holyman Enterprise in Aviation in Australia.

In some cases the research led to dead ends. However, in some cases we were able to review new material and dispel any myths around the eventual stripping and finally the breaking up and dispersal of this intact German warbird of the 1914-1918 war in Europe.

¹ **Flesselles** is a commune in the Somme department in Hauts-de-France in Northern France. It is situated about 13 kilometers from Amiens and nearby towns include Montonvillers to the east.

² <http://www.theaerodrome.com/forum/archive/index.php/t-2096.html>

Preface

The fate of the German Halberstadt CL II Aircraft is tragic, disappointing and disrespectful to a major WW1 trophy presented to the Tasmanian Government following WW1. The ground swell of dislike, hatred and disrespect to Germany and its peoples during and following the first WW1 was paramount in Australia and its culture from 1914 through to the mid 1950s. When the notion of a war museum emerged in Hobart in the 1920s there was fierce debate in parliament about its establishment even though £5000 had been passed for its construction which to this day never eventuated. In 1914 it was recommended that the town of Bismarck be changed to Collins after the First Governor of Tasmania.³ It was renamed Collinville.

In 1914-1918 it was noted that on a recent visit of the Director General of Recruiting to Hobart, several delegates of the local recruiting committee complained that the greatest hindrance to recruiting was the influence of Germans in some localities, and in Government positions. Young eligible men were openly dissatisfied regarding the presence of Germans in their district, and were asking why they were not interned. They candidly admitted that they would not enlist until something definite was done.⁴ A letter to the Editor of the *Mercury* clearly sums up the attitude towards the German nation at this time of war.

Sir,-All right-thinking people will heartily endorse "Patriot's" letter on this subject. It is unthinkable that members of this horde of savages who »still call themselves a nation, should be allowed to continue battenning upon us, whom they evidently regard as their lawful prey. We cannot, of course, repay them in kind, but surely we should exact to the utmost of our power 'some reparation for the awful atrocities perpetrated in the name of civilised warfare. In view of the noble example which Tasmania years ago set the civilised world (to which "Patriot" alludes), it is not too much to hope that she will now become" the pioneer of a great movement to thoroughly and effectually ostracise this ruthless horde of "kultured" barbarians, until such time as they are purged of their vileness, and become again fit to hold a place in the great brotherhood of man-kind.-Yours, etc.,BOYCOTT.⁵

As early as 1916 and as a consequence of WW1 an Anti-German League was formed appointing Mr W.C. Rosoman of Burnie as the Tasmanian delegate and organiser of the league in Tasmania. Branches of the league were organised in all the principal towns of Tasmania, and as anticipated a good membership was obtained.⁶

In 1917 the *Mercury* reported on an anti-German campaign from Devonport and several other Tasmanian Councils urging the Premier and Federal Prime Minister to have all officials of enemy origin excepting those having sons fighting with the Allies ousted from their positions in the Public Service.⁷

So was it a matter of the general attitude to Germans and Germany that led to the Halberstadt rotting in its crate at the Newtown Infirmary.

³ The *Mercury*, Saturday 24 October, p. 4

⁴ Daily Observer (Tamworth, NSW : 1917 - 1920), Thursday 17 January 1918, page 2

⁵ *Mercury*, Wednesday 12 May 1915, page 8

⁶ *Graphic of Australia*, Friday 19 May 1916, p. 3

⁷ *Mercury*, Friday 16 November 1917, p. 6

Acknowledgements

I am indebted to the Australian War Memorial Museum and digitalised newspapers (TROVE), on line reports on the subject of No 3 Squadron AFC, Personal letters, War Trophy Committee and Australian War Diaries for information pertaining to the German Halberstadt CL II Aircraft. The original research by Iain Pinkard and follow-up of that research through TROVE and the Tasmanian Archives and Heritage Office (TAHO) was very much appreciated. The personal newspaper cuttings and book 'The Trusty One' by Harold R.G. Edwards, 1985 held by Mrs Kay Ross was also invaluable lending itself to a personal account of both the capture of the Halberstadt CL 11 and the death of the Red Baron by No 3 Squadron AFC. Finally to Lisa Jones for formatting and copy edit and Catherine Shearing for her charcoal portraiture of Tasmanian aviation pioneers.

Chapter 1

No 3 Squadron Australian Flying Corps



The unit that would become known as 3 Squadron, Australian Flying Corps (AFC), was formed at Point Cook, in Victoria on 19 September 1916 under the command of Major David Blake⁸. It was one of four operational squadrons of the Australian Flying Corps and its personnel were members of the Australian. It was initially designated 2 Squadron. On 31 March 1917 (in England) it was redesignated 69 Squadron (Australian) Royal Flying Corps (RFC). On 20 January 1918 the unit was finally designated 3 Squadron AFC. For ease of comprehension 3 Squadron has been used throughout the following entry.

3 Squadron, the first Australian flying unit to arrive on the Western Front, was originally formed in September 1916 at Point Cook in Victoria. Transported to Europe on HMAT Ulysses, it landed in England on 28 December 1916 and was sent for training to South Carlton, Lincolnshire. Training on AVRO 504 and BE-2e aircraft lasted eight months and in July 1917 the squadron was mobilised for France. On 24 August 1917 three flights (each of six RE-8 aircraft) left South Molton for Lympe in Kent. Delayed by bad weather, the squadron finally arrived at their appointed aerodrome in France (Savy) on 10 September 1917. The squadron was subsequently employed in support of the ground forces, operating over the Canadian and XIII Corps' front near Arras. Its first air-to-air victory came on 6 December 1917; by the end of the war its aircrews had been credited with another 15 German aircraft,⁹ and a total of 10,000 operational hours.¹⁰

RE – 8 Aircraft



Equipped with RE8 aircraft the squadron at Savy in France played a major role of reconnaissance, bombing and strafing. In November it moved to Bailleul in Flanders where it became the

⁸ Eather, *Flying Squadrons of the Australian Defence Force*, p. 11

⁹ *Ibid*

¹⁰ Stephens, *Royal Australian Air Force*, pp. 9–19

reconnaissance squadron for the 1st ANZAC Corps. Its duties included locating enemy gun emplacements, artillery spotting and bombing patrols. In this role it supported Australian troops for the remainder of the war.

In early 1918, the collapse of Russia allowed the Germans to concentrate their strength on the Western Front, and launched a major offensive.¹¹ As the Allies were pushed back, the squadron's airfield at Baileul came into range of the German guns and it was moved first to Abeele and then, as the Allies were pushed back further, it moved again to Poulainville. During the offensive, the squadron operated mainly in the Somme Valley, providing artillery observation.

In early 1918, operations extended to dropping propaganda leaflets and, in February, photographic reconnaissance work. During the German spring offensive, the squadron moved to the Somme valley and was involved in vital artillery spotting operations. On 21 April 1918, 3 Squadron aircraft became involved in the action leading to the death of the German air ace Manfred von Richthofen after he was shot down in its sector.¹² Blake initially believed that one of the squadron's R.E.8s may have been responsible but later endorsed the theory that an Australian anti-aircraft machine gunner actually shot down the Red Baron.¹³

Following the end of hostilities, the squadron was engaged briefly in mail transport duties before being withdrawn to the United Kingdom in early 1919. It was disbanded in February and over the course of the next couple of months its personnel were repatriated back to Australia. Casualties amounted to 32 killed and 23 wounded,¹⁴ of which the majority were aircrew; the squadron lost 11 aircraft during the war.¹⁵

In late June 1918 the squadron was involved in experiments in aerial supply methods for ground troops and in July contributed to noise diversion operations in connection with the battle of Hamel. The squadron also assisted Allied movements in the battle of Amiens by dropping smoke bombs and continued its reconnaissance duties during the Allied advance to the Hindenburg Line. The squadron's last offensive operations took place on 10 November 1918, the day before the signing of the Armistice. Shortly before the end of the war, the squadron began converting to the Bristol F.2 Fighter.¹⁶

After the Armistice the squadron supported Allied forces in the move to the German frontier and was also used to provide a postal air service for the AIF. On 21 February 1919 the squadron began its move to Hurcott Camp, near Salisbury and on 6 May 1919 embarked on RMS *Kaisar-i-Hind* at Southampton and sailed for Australia, arriving at Port Adelaide on 16 June 1919.

Decorations included 1 Military Cross, 4 Distinguished Flying Crosses, 1 Member of the British Empire 1 MM, 5 MSM and 1 bar and 2 foreign awards.¹⁷

¹¹ Baldwin, *World War I: An Outline History*, p. 127 & 141

¹² Eather, *Flying Squadrons of the Australian Defence Force*, p. 12

¹³ McGuire, *The Many Deaths of the Red Baron*, p. 82

¹⁴ 3 Squadron-AFC *First World War, 1914–1918 units*. Australian War Memorial.

¹⁵ Barnes, *The RAAF and the Flying Squadrons*, p. 20

¹⁶ Eather, *Flying Squadrons of the Australian Defence Force*, p. 12

¹⁷ Australian War Records

The Bristol F2 Fighter



In June 1918 at Flesselles¹⁸ a German Halberstadt CL II Aircraft, number 15342/17 was forced to land by Lieutenants Armstrong and Mart of No 3 Squadron Australian Flying Corps. This particular aircraft which was fully intact was later presented to the Australian Government as a war trophy. It was then given to the Tasmanian Government.

Officers and men of No 3 Squadron, AFC posing in front of RE8 Aircraft B2271



AUSTRALIAN WAR MEMORIAL

P00355.026

¹⁸ **Flesselles** is a commune in the Somme department in Hauts-de-France in Northern France. It is situated about 13 kilometers from Amiens and nearby towns include Montonvillers to the east.

The intelligence summary reads:

*3rd Squadron, A.F.C.
WAR DIARY
Of
INTELLIGENCE SUMMARY*

8/6/18 Weather unsettled and visibility poor. Only two shoots brought off. Usual patrols continued.

9/6/18 Weather still indifferent and visibility poor. A very smart piece of work was done by Lieut, R.C. ARMSTRONG, Pilot, and Lieut F.J. Mart, observer. About 11 a.m. when returning from patrol their attention was attracted by A.A. bursting near....over an E.A. who was apparently endeavouring to make for the front line in an Easterly direction at about 2000 feet. The Pilot immediately cut the E.A off and without firing a shot forced to land on our own aerodrome. The enemy pilot and observer were taken prisoners and the machine captured intact. It turned out to be a two seater Halebertstadt. From papers and maps found on this machine, much valuable information was gained and the G.O.C., Australian Corps, Lt.-general Sir J. Monash K.C.S., V.D., sent his congratulations to the Pilot and Observer on their excellent performance.

10-14/6/18 Those five days were not favourable to good flying. Altogether only eight shoots were able to be got off. As far as possible patrols were kept on the line. During this time a Liaison course was commenced at the Squadron consisting of four infantry and four artillery officers who came for a four days course. Those Officers got in touch with the Pilots and Observers and in many ways picked up useful information with regard to contact work, recognising, planes, artillery observation, etc.

15/6/18 On this date the weather cleared up somewhat. In the morning Captain C.C. Brealey, Pilot and Captain R. Ross, Equipment Officer, flew the captured German Halebertstadt to Marquise Aerodrome. From there it was to be taken to England. This plane was being applied for as a souvenir for the Australian Air Museum.



A very regrettable accident occurred in the evening. Lieut S. Jones, Pilot, and Lieut A. Loran Observer whilst flying over Flesselles going on an Artillery Patrol, got into difficulties and the machine nose-dived into the village. Both occupants were killed instantly. The machine caught fire and was destroyed so that no theory could be put forward as to what caused the accident. Their bodies were buried next day at Vignacourt Cemetery, the funeral being attended by all of their brother officers and flight personnel who were not on duty.

16/6/18 A fine day and a good programme of work carried out, Six destructive shoots 72 aerial photographs taken, 88 bombs dropped, 1850 rounds machine gun fire and a

Replica RE8 : <https://thevintageaviator.co.nz/projects/re8-reproduction>



The Re8 was a two-seater biplane that was originally built as a replacement for the vulnerable and outmoded Be2. The Re8 was designed for stability and speed enabling it to be ideal for reconnaissance and spotting enemy artillery and positions. Unlike the Be2 the Re8 had a reputation for being difficult to fly and was commonly disliked by pilots and staff of the Royal Flying Corps.”

Three squadrons of the Australian Flying Corps, Nos 1, 3 and 7 (Training), were equipped with the RE8. No.3 Squadron accrued almost 10,000 hours of war flying in France between September 1917 and November 1918. Its crews were renowned for their skill and aggression in combat, accounting for 51 enemy aircraft destroyed, driven down out of control or damaged, for the combat loss of only 11 of

In September 1935 a book was published by Wing Commander N. Wrigley on the history of No 3 Squadron AFC titled 'The Battle Below'. The *Argus* newspaper reported:

The Battle Below: the history of No 3 Squadron A PC by Wing Commander H. N Wrigley DTC AFC with an Introduction by Air Vice Marshal Williams chief of the Air Staff Royal Australian Air Force (Sydney Errol G. Knox)

No unit of the Australian Imperial Force had a finer war record than the famous No 3 Squadron of the Australian Flying Corps It left Melbourne on October 25 1916 as an inexperienced fledgling and it returned in June 1919 with a splendid record and a first class reputation among the corps squadrons engaged in army co-operation work on all fronts. In fact the general officer commanding the Royal Air Force in France in bidding farewell to Major E G Knox the squadron s first recording officer said A great squadron Knox. The best corps squadron in France Wing Commander Wrigley who served with the squadron on active service has written a plain blunt tale. His service reticence has not always done full justice to the ex-pilots of his comrades. Page after page of official descriptions of rather monotonous routine flying operations has an effect upon the ordinary reader not unlike that of suet pudding.

Every former member of the squadron however will value the book as a faithful record of service and will be duly grateful to the author for his valuable work The young airman who is naturally more Interested in the mass of technical information acquired by the squadron under active service conditions than in the extravagant descriptions of death-defying stunts of unofficial books of aerial warfare will also find his book satisfying. It describes many of the valuable lessons learned under exacting conditions.

The names of many present members of the Royal Australian Air Force occur in Wing Commander Wrigley's book and the accounts of their exploits even when reduced to the uninspired prose which the author has chosen add a glorious chapter to the story of the AIF Not the least efficient branch of the squadron was its statistical section which has provided Wing-Commander Wrigley with the information that the squadron occupied 10 different aero-dromes and accomplished 10 000 hours of war flying It reported the effect of Australian artillery fire on 735 occasions dropped 6000 bombs fired 500,000 rounds of ammunition and exposed 10,000 plates in the course of photographing 12 000 miles of enemy territory.

Eleven of its machines were totally destroyed over enemy lines and others badly damaged were able to return to their aerodromes The squadron destroyed 51 enemy aircraft, a magnificent record when it is remembered that its primary object was not to seek and destroy the enemy but to engage it only if forced to do so In the course of its duties as an army co-operation squadron.¹⁹

On their return to Australia in June 1919, what remained of No 3 Squadron was hailed as one of the most distinguished air corps of WW1. The Daily News in Perth, WA reported:

RETURN OF OUR FLYERS: A BRILLIANT CORPS.: Hitherto Australia has had the opportunity of welcoming back to her shores only fragments of units of her overseas forces. Yesterday, however, the people of Western Australia had the pleasure

¹⁹ *Argus*, Saturday 21 September 1935, page 7

of receiving at Fremantle a complete corps of Australian troops —the Australian Flying Corps. June

9, 1919, can be set down as a red-letter day in Australian history. It marks the day upon which one of the most brilliant branches of the Australian Imperial Force first entered an Australian port on its return from active service in Europe. The growth of aviation during the war can be gauged from the fact that in June, 1914, the total number of aeroplanes which the British Army could put in the air at one time did not exceed thirty; whilst yesterday H.M.T. Kaiser-I-Hind brought to Australia seven squadrons of the Australian Flying Corps, each squadron in the field averaging twenty machines.

Four of these squadrons have been utilised in England as training squadrons, the remaining three being service squadrons in France. These three service squadrons have acquitted themselves splendidly over the western battle front, and are collectively credited with having destroyed 465 enemy aircraft during an average of thirteen months' fighting per squadron. That their efforts were appreciated is evidenced by the number of decorations bestowed upon the pilots by His Majesty the King. These comprise 3 Distinguished Service Orders, 13 Military Crosses, 1 Bar to Military Cross, 30 Distinguished Flying Crosses, and 5 Bars to Distinguished Flying Crosses. Of the three service squadrons, two were scouting — or fighting — units, and the third were two-seaters, engaged in artillery observation, contact patrols, photography, and short bombing raids.

Despite the fact that the R.E.8 two-seaters are not recognised as aggressive or fighting machines, yet the pilots of this squadron put up a splendid performance in destroying 51 enemy machines. One of the scout squadrons has the extremely fine record to its credit of having from May 1, 1918, until the signing of the armistice, destroyed on an average one enemy aircraft per day.

This same squadron just prior to the cessation of hostilities broke all existing aerial records by shooting down thirty enemy machines in five consecutive days, one day of which was so stormy that no flying could be carried out. The remaining squadron of the A.F.C. was portion of the army operating in Palestine, and after a praiseworthy career there returned to Australia some weeks ago. Many of these returning pilots are eager for news regarding what steps the Australian Government is taking in aeronautical matters.

Having now been thoroughly trained to their business, and with the vast experience many of them have gained in their daily flights over the battle front they are desirous of turning their know-ledge and experience to good account. It is estimated that the cost of training a fully qualified service pilot amounts to £850. What steps is the Minister for Defence taking to secure for Australia the maximum return for the enormous sum of money expended in training these pilots? What are the prospects of aviation in Australia? These are the foremost questions put forward by these airmen. They are questions to which they are entitled to prompt and explicit answers.

The nature of their calling stamps these pilots as young men of initiative and determination. If they cannot find scope for their abilities in Australia, they will assuredly seek it elsewhere. Can Australia afford to lose them? America, England, and various European nations are earnestly studying the question of aviation, and making strenuous efforts not to be left behind in the development of its possibilities. A leading English authority, in a recent article published in one of the most prominent London papers, prophesied that Australia, owing to its geographical position, is destined to become one of the principal centres of the world's aviation. So far, however, none of

her statesmen appear to have sufficiently glimpsed that fact in order to assist our island-continent towards her predestined goal.²⁰

Further reading:

P. Muller & J. Hutchinson, *Secrets revealed: a brief history of No 3 Squadron Royal Australian Air Force*, (Adelaide: Lutheran Publishing House, 1991).; *Units of the Royal Australian Air Force. A concise history. Volume 2, fighter units*. (Canberra: Australian Government Publishing Service, 1995).

AWM4/8/6/1-8/6/28: War diary of 3 Squadron, AFC

Squadron Motto: Operta Aperta; ("Secrets Revealed")

²⁰ *Daily News*, Tuesday 10 June 1919, p. 8

Chapter 2

Tasmanian War Trophies

Following the Great War of 1914-18 in Europe war trophies were given to the Australian Government and then distributed to the Australian States

The matter of housing Tasmania's war trophies— one of the southern daily newspapers describes them in large type, as Hobart's War Trophies'— is of interest to the whole State. For the trophies were captured during the great war by soldiers drawn from all parts of Tasmania. They are emblematic of the part taken in the war by the island State, and impressive token of the character of the service rendered by Tasmania's gallant sons. It is entirely fitting and proper that they should be given suitable storage, and be as easily as possible accessible to all Tasmanians of the present and the future, and other people who realise what was involved in the war fought and won by the Allies for the freedom of the world from German dominion and culture.

War trophies: First World War

Prior to the establishment of the Australian War Records Section (AWRS) in May 1917, the collection of war trophies and relics by Australian units was carried out in accordance with British War Office (BWO) regulations. In late 1916 BWO established a committee to deal with the disposal of trophies and relics: the best trophies would be selected for a British National War Museum (later to become the Imperial War Museum) and the remaining trophies distributed to the dominion countries. However, the Australian government, along with other dominion countries, resisted the idea, insisting trophies claimed by their troops should be made available to them.

AWRS was initially responsible for the collection, preservation, and classification of all official documents relating to the AIF. This was later expanded to include photographs, trench and regimental magazines, sketches, personal memoirs, relics, and war trophies. By the end of 1917 AWRS controlled the administration of all war trophies captured by Australian units.

In France AWRS set up collecting depots at Bailleul (Australian Corps Headquarters), Boulogne, Peronne, Corbie, and Longeau. From here trophies were dispatched to Britain and then to Australia. In October 1917 Henry Gullett sailed for Egypt, where he established an office of the AWRS, also responsible for collecting trophies. Items were to be clearly labelled, contain the name of the unit that had captured the item, the town or area it was from, the time and place the item was found, and the unit's wish for its ultimate disposal. The information was transferred to a history sheet or card for each item.

The trophies brought back to Australia fell into two categories. The first group consisted of large trophies, such as artillery pieces, machine-guns, trench mortars, and vehicles which required little protection from the weather and could be easily exhibited. The group was considered to be the best for distribution to towns. The second group consisted of small trophies, such as rifles, daggers, raiding clubs, bombs, and ammunition.

The Australian War Museum Committee, at a meeting in July 1919, decided a selection of small trophies and relics would go to the Australian War Museum (later the Australian War Memorial) and the remainder would be divided among the states according to guidelines to ensure fair distribution.

State trophy committees were established to administer the distribution of trophies and relics. Each committee consisted of one Senator, one Member of the House of Representatives, an AIF officer, a state government museum representative, and the Director of the Australian War Museum. The committees were administered from Melbourne, at the Exhibition Building (122 King Street) where the Memorial was located at the time.

The eventual system of distribution chosen by all the states was according to the size of a town and its population: towns (other than the capital city) with a population above 10,000 were allocated two artillery pieces and two machine-guns; towns with a population between 3,000 and 10,000 were allocated an artillery piece; towns with a population between 300 and 3,000 were allocated a machine-gun.

Consideration was also given to items which had been captured by units raised in a particular area. Each town was required to nominate three trustees (one of them being an ex-member of the AIF) to act on behalf of the town. They arranged for the trophy to be permanently housed in a public park, garden, or building within the town. They also organised a simple handover ceremony and bore movement and installation expenses after the item was delivered to the nearest railway station.

Allocation of surplus trophies occurred in 1921 and 1922, and many towns acquired additional items for display. Once the trophy committees were disbanded the disposal of items became the responsibility of towns and the trustees.²¹

As early as April 1917 there was talk about establishing State War Museums in Australia to house trophies already captured in Europe

The *Mercury* reported: A STATE WAR MUSEUM.

As the British War Omeo is just setting up a Trophies Committee to allocate captured guns and other War trophies, and as some of those trophies have already reached Australia, it is not too early to be talking of permanent memorials of the War and of those many priceless lives that have been given, up for our sake on the battle-fields. The War, we do not forget, is not yet over-perhaps is very far from that indeed-yet it may be well to come to some general decision and arrangement as to the distribution of these trophies before they are dispersed irretrievably; and thus presupposes some arrangement for receiving and preserving them. It seems to us that each State, whatever else it may or may be have by way of commemorating the War, should at any rate have in the future a permanent War Memorial Museum.

For many centuries to come our posterity will take the keenest interest in the World War, the greatest struggle by far that was ever yet known in history. We may be equally sure, too, that they will be as keenly interested in what was done by their forbears by way of taking part in that fearful

²¹ Australian War Memorial, *Series notes for series [AWM194](#) Trophy history sheets, 1914-18 War*

conflict. Tasmanians of the future will read in their history books, and probably in many a novel, too, the story of what gallant Tasmanians did on Gallipoli, in France, in Egypt, Mesopotamia, and elsewhere, and how let us hope the date will be 1917 they marched at last into Berlin! They will want to see the tangible trophies of those stirring times, that they may be helped to realise the brave deeds that have done, and to remember with love and gratitude those who in doing them gave to their country all they had to give-their lives.²²

By 1920 this had become a reality and there was fierce debate in the Tasmanian State Parliament on this very matter. The *Mercury* reported extensively on this debate which resulted in a yes vote for the establishment of a War Museum for Hobart with an appropriation of £5,000.

When the item of £5,000 for the museum was considered in committee, in connection with, the public works proposals Mr O'Keefe said that the suggestion for a museum was barbarous, and it reminded him of the time when the American Indians carried scalps about with them. Everyone wanted to forget the war completely.

...Mr Marshall said that the question of putting the bad times of war behind them and of commemorating the deeds of probably the bravest set of men who had ever gone to war worn two different things. (Hear, hear.) The museum was not intended to be a mere collection of death-dealing instruments, but it would also house very complete and scientific collections, representing the medical service, the engineers' and other technical corps, and the ordinary units of the A.I.F.

...Mr Ogilvie said that while present conditions as regarded housing, food,. Inadequate hospital policy, and lack of education obtained, he would strongly oppose spending £5,000 on a war museum.

Mr Cleary supported the item which was carried on the following division:

Ayes (18).-Sir Elliott Lewis, Messes Hayes. Marshall, Hean, Pllen, Hays, Whittset, Snowden, Bellon, Cosgrove, Hurst, Blyth, Sheridan, Hobbs, Cleary, Dixon, Newton, and Evans.

Noes (5).-Messrs. Watkins, Ogden, Becker. Ogilvie, and O'Keefe.

Pairs.-Aves: Sir Walter Lee and Mr Pollard.

Pairs -Noes: Messrs. Guy and Lyons.²³

On the matter associated with the WW1 trophies gifted to Tasmania the *Mercury* in May 1920 reported on the State trophy committees appointed by the Commonwealth Government to control the distribution of war trophies allotted to each State. The members of the Tasmania State Trophy Committee were Mr O'Keefe, Lieut.-Col. G. J. Bell, C.M.G., D.S.O., Mr Clive Lord, representing the State Government, Major F. Harbottle, D.S.O. representing the A.I.F., and Mr H. S. Gullett, director of the Australian War Museum.

The *Mercury* reported:

DISTRIBUTION OF WAR TROPHIES: A DOZEN GUNS FOR HOBART.

Five months ago Cabinet approved of the scheme for the extension of the existing Museum, for the purpose of housing the war trophies and for the formation of a War Trophy Museum. Plans are now ready, and tenders will be called for shortly. The new building is to be erected on the

²² *Mercury*, Monday 23 April 1917, p. 4

²³ *Mercury*, Thursday 4 November 1920, p. 6

vacant land between the present building and Davey-street, and will consist of two storeys fronting on that street.

In the basement there will be a war trophy room, and the main exhibits will be on the upper floor, where there will be a large gallery for general war trophies, and a special gallery for war pictures and photographs. In the centre of the large gallery there will be displayed two large timber and mining exhibits which have hitherto not been shown because of the shortage of space. The timber exhibit is now on the way to London, where it is to be exhibited, and it is expected back by the end of the year, by which time it is hoped the War Trophy Museum will be complete - the original idea was for it to be erected in time for formal opening by H.R.H. the Prince of Wales.

One captured gun is to be allotted to each C. M. F., Light Horse, and Infantry unit in the State, and the remaining trophies are to be allotted on a population basis, the larger trophies going to the larger towns. The material available enabled the committee to allot two guns and two machine guns to towns (other than the capital city) with a population above 10,000, one gun to towns with a population between 3,000 and 10,000 and one machine gun to towns with a population between 300 and 3,000. There will be no allotments to a municipality other than to respective townships.

The Tasmanian State Trophy Committee has decided to allot to Hobart (including Queenborough, Moonah, New Town, and Sandy Bay), a total of four guns, two trench mortars, and eight machine guns. From this allotment the State Government is to select the trophies required for the State Museum, and the remainder will be offered to the Mayor of Hobart.

In accordance with that decision, the following trophies were selected for allotment to Hobart:

GUNS: For City Council No 1349, 150 mm. howitzer, captured by the troops of the Australian Corps during the great offensive which led up to the armistice in 1918 (this weapon shows signs of damage by shell fire) No. 7783, 105 mm. field gun, captured by the 1st Australian Light Horse in Palestine campaign, 1917-18 (There is a bulge in the barrel where shrapnel has struck.)

For War Museum No 5172, field gun (short) captured by the 12th Battalion (Tasmanian), A.I.F., during the great offensive in France, commencing on August 8, 1918 (This weapon was one of many guns hurriedly abandoned by the enemy owing to the speed of the Australian advance) No 708 75 mm field piece captured by the Australian Light Horse in the Palestine campaign, 1917-18.

TRENCH MORTARS: For War Museum No 6315, trench mortar captured by the 12th Battalion, A.I.F., during the operations of the Australian troops against the outer defences of the Hindenburg line in France in September, 1918

For City Council No. 1413, trench mortar captured by the Australian Light Horse during the Palestine campaign, 1917-18

MACHINE GUNS: For War Museum, No. 2285, light machine gun, captured by the 40th Battalion (Tasmanian), A.I.F., near Bray-sur-Somme, in France, on August 24, 1918. On the previous night, in the successful attack which took the strongly held town, the 40th Battalion played a conspicuous part, and in this, and the operations immediately following, effected the capture of a number of machine guns engaged in defending the position. No. 3724, heavy machine gun, captured by the 40th Battalion, A.I.F., near Bray-sur-Somme, in France, on August 24, 1918. No. 1419, light machine gun, captured by the 12th Battalion, A.I.F., at Broodseinde Wood, in Belgium, on October 6, 1917, following the successful attack over Broodseinde Ridge by Australian troops on October 4. No. 1332, heavy machine gun, captured by the 12th Battalion, A.I.F., in the attack upon Glencorse and Polygon Woods, in the Ypres sector, in Belgium, on

September 20, 1917, the day on which the Australian troops so signally marked their entry into the third battle of Ypres.

For the City Council: No. 4606, light machine gun, captured by the 26th Battalion, A.I.F., east of Villers Bretonneux, in France, the opening of the great final offensive on August 8, 1918. No. 1149, light machine gun, captured by the 15th Battalion (partly Tasmanian), A.I.F., at Hebuterne, in France, on March 20, 1918, when the 4th Australian Infantry Brigade was hurriedly thrust into the disorganised line to check the German advance at this point. They did so, and the enemy suffered severely in his fruitless endeavours to break the Australian defence. No. 343B, heavy machine gun, captured by the 15th Battalion, A.I.F., at Polygon Wood, in the Ypres sector, in Belgium, on September 26, 1917, when the capture of the wood was completed, and considerable progress made. The troops fought their way against bitter opposition over a shell-holed, boggy area, strongly defended by concrete machine gun posts and pill boxes, determinedly held. No. 21471, machine gun captured by the 3rd Light Horse during the operation at Wadi Am-man, in Palestine, on September 27, 1918.²⁴

The *Daily Telegraph* in November 1920 reported:

Mr O'Keefe is debited not only with having opposed the provision of housing: for the trophies but with the assertion that the suggestion for making it was barbarous, and a reference to American Indians carrying scalps about. Mr O'Keefe said that "everyone wanted to forget the war completely. The member for Wilmot, like the rest of his party colleagues who opposed provision for the trophies — Messrs J. Ogilvie, Ogden, Becker, Lyons, Belton, Watkins, and Guy — belong to a political party that has good cause to want to forget the war. Their party not only worked strenuously against the Commonwealth Government's effort to send all the Australian reinforcements obtainable to help Australia's soldiers at the front, but wanted to stop the war before it had been won by the Allies, and proposed negotiations with the enemy at the time the Germans were in a position to impose a German peace on the Allies.

Those trophies captured by Tasmanian soldiers are anathema to members of the Labor party who share the ideas of those who spoke or voted in the House of Assembly against provision for them is easily intelligible. But the trophies are here, they will be properly housed, and serve as reminders to all Tasmanians and others who go and see them of the freedom gained for Mr O'Keefe and his party no less than for other people — through the victory won — won by the men who fought for it, notwithstanding that party's campaigns against compulsory reinforcements for them; and after its conference resolutions for peace negotiations with the enemy at a crucial stage of the hostilities.

Such monuments of the gallantry of the brave sons of Tasmania may be unpleasantly reminiscent to Mr O'Keefe and his political party. But the great majority of Tasmanians do not forget what is due to those who fought for them. They will, not only remember, but have cause to take action to get done in the best possible manner what they will insist on having done. The scheme for housing the whole of the State collection of trophies in Hobart is not fair to the greater part of Tasmania, 'from which the majority of its soldiers were drawn. It was convenient for the Public Works Committee to shelter behind the Commonwealth committee's decision that the State collections should be located in the capital cities, but the representative of Tasmania on that committee lives at Hobart, and is secretary of the museum there which will benefit' by the addition of £5000 worth of temporary buildings and later to what extent nobody knows if the Public Works Committee's recommendation is given effect. Mr Marshall did not submit the committee's report until just before the item in the public works schedule was called on for discussion: The people of all that part of Tasmania from which most of the State's soldiers were

²⁴ *Mercury*, Wednesday 26 May 1920, p. 4

drawn ought to make themselves heard quickly and forcefully on the question of the most suitable place for Tasmania's war trophies.²⁵

In early October 1920 the Public Works Committee met to enquire into the proposed war trophies museum at Hobart, and to inspect the proposed site at the southern end of the museum. The Launceston *Examiner* reported:

WAR TROPHIES MUSEUM HOBART PROPOSAL. HOBART: R. F. Ricards, Government Architect, said the cheapest temporary structure of wood and iron would cost £2000. By the formation of a wing on the Davey street frontage of the museum the scheme was possible at a cost of £3000, while the estimate of the third scheme, which provided for a wing away from the Davey-street frontage, and with greater conveniences, would be about £3250. These figures were based on estimates from a sketch prepared last, December. Mr. B Blyth said that the distribution of trophies should be on the enlistment basis, and not the present population. If provisions were made by ratepayers to house the trophies, they should apply to the municipalities. Honour roll were not all stored in the city, but it looked as though the villages spilt the blood and the cities were to get the trophies²⁶.

The *World* also reported that several war trophies had been sent and distributed throughout several towns in Tasmania:

War Trophies for Tasmania: War trophies were forwarded by the Loongana last week, to the following: towns in Tasmania: Launceston, Wynyard, Strahan, Oatlands, King Island, Dover, Flowerdale, Springfield, Hagley, Bagdad, Colebrook, Tunnack, Montague, Weldborough, Loorina, Glengarry Exton. Boat Harbor, Swansea, Franklin, Evandale, Ranelagh, Huonville, Ouse, Bellerive, Lindisfarne. Cambridge, Stowport, Bridgewater, Lilydale. Kindred, Lisle, Fingal, and Mathinna.²⁷

In November The *Mercury* reported in part on what was coming to Hobart:

As regards Tasmania's share of the trophies, it now rests with the State Government to accept responsibility for the housing and care of them, and the cost involved. The trustees of the Tasmanian Museum are agreeable to suitably exhibiting the trophies in the Museum, but, as they pointed out in their recent annual report, an extension of the present buildings will lie necessary to enable this to be done.²⁸

However, this never eventuated.

By June 1921 a decision had been made to house Tasmania's war trophies outside the museum. The *Advocate* reported:

HOBART'S WAR TROPHIES PLACED OUTSIDE MUSEUM: HOBART, Monday.- It has been decided by the City Council to place Hobart's war trophies, which consist of two large guns, one trench mortar, and four machine guns, outside the museum in Macquarie street.²⁹

However, in July in support of that decision a meeting of the TMAG trustees made available a sum of £5003 for the erection of a war museum as an extension of the museum, but owing to the financial stringency the Government was unable to proceed with the building. With regard to

²⁵ *Daily Telegraph*, Friday 5 November 1920, p. 4

²⁶ *Examiner*, Saturday 2 October 1920, p.10

²⁷ *World* (Hobart, Tas. : 1918 - 1924), Tuesday 5 October 1920, p. 4

²⁸ *Mercury*, Friday 14 November 1919, p. 8

²⁹ *Advocate*, Tuesday 19 July 1921, p. 3

insurance, it was pointed out that the collections were worth £100,000, and they were insured for only £14,000. The trustees considered the Government should be responsible for the adequate insurance. The expenditure included the acquisition and mounting of the notothorium, amounting to £225, but it was of the greatest scientific value, and was estimated to be worth £5000. During last year several interesting discoveries had been made in different parts of the state, but the society was unable to carry out investigation owing to a shortage of funds.³⁰

The trophies were delivered by the Federal Government Commonwealth in 1922. Correspondence held by AWM under date 24 September 1921, 20 November and 6 December 1921 discusses the German aeroplane to be shipped to Hobart. This correspondence confuses the German planes (Plafz and Halberstadt).and their capture. My assumption is that the Halberstadt which arrived crated was indeed an intact machine inclusive of engine, propeller and for some reason minus the machine gun which we have learnt is in the AWM, Canberra.

The *Mercury* reported:

THE TASMANIAN WAR TROPHIES: The full quota of the war trophies presented to Tasmania by the Federal Government has arrived. Practically all the municipalities in the State have received some trophy, and the final shipment comprises the quota allotted to the State War Museum. Mr. Clive E," Lord, the Tasmanian representative for the trophies, has recently been in Melbourne, and while there took the opportunity of examining the Commonwealth Government's collection, which has been arranged for exhibition. As many of the Tasmanian trophies are similar to those of the Commonwealth Government, the same arrangement as regards exhibition will be followed by the Tasmanian War Museum when it is-1 built. It will be remembered that £5,000 has been voted by Parliament for the construction of the War Museum, but the financial position at present is causing delay, and the largo consignment of trophies will therefore be stored until the museum is ready for their reception.³¹

³⁰ *Examiner*, Tuesday 19 July 1921, p. 5

³¹ *Mercury*, Tuesday 10 January 1922, p. 4

Tasmania Directory of Allotted Trophies

Ceded	Nature	Number	Captured	Unit	Place
Burnie	75-mm gun	13745		ALH	
Devonport	77-mm gun	343	8 Aug. 18	26 Bn	Warfusee
Glenorchy	75-mm gun	522		ALH	
Hobart	75-mm gun	708		ALH	
Hobart	77-mm gun	6933		3 Div.	
Hobart	210-mm how.	1001		Fr Govt	
Hobart War Museum	77-mm gun	5172	23 Aug. 18	12 Bn	
Launceston	150-mm gun	1544		A Corps	
Launceston	150-mm how.	727		ALH	
Launceston	150-mm how.	863		A Corps	
New Norfolk	77-mm gun	2729		7 Inf Bde	
Queenstown	105-mm gun	4200		3 MGCoy	
Ulverstone	105-mm gun	7784		ALH	
Westbury	74-mm barrel	702		ALH	
Westbury	75-mm barrel	1019		ALH	
Westbury	75-mm barrel	1020		ALH	
Westbury	75-mm gun	884	25 Sep. 18	5 ALH	Amman
Zeehan	105-mm how.	76		A Corps	

Source: Major R.S. Billett, *War Trophies from the First World War 1914-1918-Appendix 8*, p. 82

The first mention of a WW1 aeroplane trophy following the above (30/11/1921) was in 1925 following complaints of its condition at the Newtown Infirmary to TMAGS director Mr Lord. However, I am not surprised as the plane in question had been left in its original packaging, a wooden case since its arrival in 1922.

The *Examiner* reported:

AIRPLANE WAR TROPHY Amongst the war trophies received by the Lee Government from the British Government after the war was an airplane. This, with other relics, was placed in a building near the New Town infirmary, and an insurance policy was taken against loss by fire. When the present Government took office the Chief Secretary (Mr. Guy) questioned the wisdom of having the trophy guns and the like-insured, and came to the conclusion that it was an unnecessary expense and discontinued the policy. The airplane was not then, nor has it since been, adjusted for flying, having been laid aside practically unpacked as it came off the vessel on which it was consigned. It has been stated that an attempt is now to be made to place the airplane in commission for the purpose of a mining venture. The Chief Secretary today stated that the Government had not received any application for its use from anyone, and that the plane was still amongst the unpacked exhibits at New Town.³²

In September 1930 some eight years later a letter was written to the director, War Trophies Branch of the War Museum in Sydney from Mr Clive Lord, Director of the Tasmanian Museum and Art Gallery. This letter in part stated that the war trophies sent to Tasmania were stored in several parts of the city of Hobart and that there was no possibility of the proposed war museum being built. It went on to say that among the trophies sent was a German aeroplane and that the museum had received an application from a Mr M. Vane from South Hobart to take certain parts

³² *Examiner*, Thursday 5 April 1928, p. 9

of this aircraft as he was building an aircraft and could not obtain the parts in Australia. The request was that he might be allowed to have them to incorporate into his own machine stating that he was making a serious effort to further aviation in Tasmania and that the provision of these parts would be of great benefit to him.

The letter was then forwarded after receipt to the Australian War Memorial in Melbourne, Victoria for consideration by the Curator. It was noted that before the curator's letter came to hand a telephone enquiry to the effect of Mr Lord's letter of 18 September was received from Defence. After consulting the Director, Mr Heyes replied by telephone that, in the circumstances they would offer no objection to the German aeroplane being used in the way proposed on the understanding, however, that they would not in any way be held responsible for the airworthiness of such parts as might be used.

During this time a report surfaced written by a Mr S.H. Morris dated 22 October 1928 on the use of the war relics allotted to Tasmania.

This report stated:

These relics are stored in a small locked room at Newtown Infirmary, Hobart. With the exception of a few large exhibits they are still in their original packing cases and do not appear to have ever been unpacked. The contents of the cases which I examined were in good condition, with the exception of some perishable articles, which were infected with moth.

Some machine guns are stored in the same room, probably portion of the allotment of guns and machine guns to Hobart in 1920.

The German aeroplane allotted to Tasmania some years ago is also at Newtown infirmary. The case in which it is contained stands in the infirmary grounds and is in a very bad condition, having rotted away in several places. The door at the end of the case was broken away, and I inspected the aeroplane, which is also in a very bad condition, the fabric being torn in many places and parts of the machine been strewn over the floor of the case. The Superintendent of the Infirmary informed me that he had had the case repaired several times in order to keep children out, but it was now in such a rotted condition that he was unable to do anything further with it.

On 10 November 1930 a letter from the director, Australian War Memorial Mr J. L. Trelear cleared the way for Mr Vane to access and obtain the required parts from the Halberstadt CL11 housed at the Newtown Infirmary, Hobart. However the letter in part clearly stated:

...that, as it seemed highly improbable that the German aeroplane allotted to Tasmania would ever be used as a museum exhibit, it would be very desirable to make some practical use of it by securing from it the parts required by Mr Vane in connection with the manufacture in Hobart of an aeroplane. I consider it desirable, however, to emphasise that Mr Vane must act at his own risk as the War Memorial has no means of ascertaining whether or not the parts which he intends to use are serviceable.

In 1935 the *Mercury* reported:

WAR RELICS :Trophies Preserved; Disposal of Aeroplane: What has happened to the "considerable quantities" of war trophies presented to Tasmania by the Commonwealth Government after the war was explained by the Premier (Mr. A. G. Ogilvie, K.C.) In the House of Assembly last night in answer to questions by Mr E. Brooker. All the trophies, are preserved until the time comes for the establishment of a war museum all except an aeroplane which disappeared piece by piece, and the remainder was given away to experimenters.

Mr..Brooker asked to be Informed of what had become of...the relics, and whether, any articles had been sold or given away to private persons.

The Premier replied that after the war the Commonwealth Government handed over to each State considerable quantities of war trophies. The trophies; allotted to Tasmania had been preserved, and were stored in cases. It had not been found possible during the post war period to appropriate funds for the establishment of a war museum. None had been, given away, with the exception of an aeroplane. This, was kept for many years in an open shed at the New Town Rest Home during which period all movable parts were from time to time surreptitiously removed. The remnants- were given away to experimenters in aircraft building about eight years ago.³³

It is also interesting to note that in 1948 the *Mercury* reported:

Missing Guns: SOME municipalities, particularly Longford, think they are the victim of a raw deal by the Commonwealth military authorities. When the nation was in dire danger in 1942 and there were not enough modern weapons to equip full-time defence units, the Volunteer Defence Corps had to train with broom sticks until someone decided to put the sting back into captured trophies of the first World War. These included a number of heavy German Spandau machine guns, and they were reconditioned for the V.D.C. The Spandau used ammunition of the same calibre as Australia's small arms service weapons, and had similar characteristics of the Vickers machine gun. At the war's end however, it appears that most of the Spandaus met the same fate as many weapons that now decorate the bottom of the sea. Somewhere a little forethought may have resulted in these First World War trophies being retained and returned to the municipalities which freely gave them up when the country needed every weapon.³⁴

³³ *Mercury*, Wednesday 27 November 1935, p. 9

³⁴ *Mercury*, Monday 16 February 1948, p. 3

Chapter 3

The Halberstadt CL 11

The effective ground attack capabilities of the earlier Halberstadt CL.II were realized late in 1917. With this successful adaptation of the CL.II, design work began on an improved version, specifically intended for the ground attack role. The Halberstadt CL.IV was one of the best ground attack aircraft of World War I. It performed well in combat as a low-level attack airplane, relying on its good maneuverability to avoid ground fire. After supporting the desperate late German offensives in 1918, Halberstadt CL.IVs were used to disrupt advancing Allied offensives by striking at enemy troop assembly points. When not on close support or ground attack missions, it was used as a standard two-seat fighter for escort work. Towards the end of the war, on bright, moonlit nights, CL.IV squadrons attempted to intercept and destroy Allied bombers as they returned from their missions. Night sorties against Allied airfields were also made with the CL.IV.



Halberstadt CL.IV Panorama

Panoramic view inside the Halberstadt CL.IV.

This object is on display in the [Pre-1920 Aviation](#) exhibition at the Steven F. Udvar-Hazy Center in Chantilly, VA.

The Halberstadt CL.IV was one of the most effective ground attack aircraft of the First World War. It appeared on the Western Front towards the end of the German offensives in 1918. Flights of four to six aircraft flew close support missions, at an altitude of less than one hundred feet, suppressing enemy infantry and artillery fire just ahead of the advancing German troops. After these late German offensives stalled, Halberstadt CL.IVs were used to disrupt advancing Allied offensives by striking at enemy troop assembly points.

Karl Thies, chief designer of the Halberstadter Flugzeug-Werke, G.m.b.H., designed the CL.IV as a replacement for the Halberstadt CL.II. The CL.II had been developed in mid-1917 to meet the new CL (light C-type) specification for a maneuverable, two-seater to serve as an escort for C-type reconnaissance and photographic patrol aircraft. Powered by a 160-horsepower Mercedes D.III engine, the CL.II was tested in May 1918, at Adlershof, and was found to be aerodynamically sound with fine performance. The design also permitted excellent visibility and easy crew communication because the pilot and the observer/gunner shared a common cockpit. Approximately 900 CL.IIs were built. Production continued through the summer of 1918.

The ground attack capabilities of the Halberstadt CL.II were demonstrated late in 1917 when it was deployed with great success in coordinated attacks against British forces during the Battle of Cambrai. The low-flying Halberstadt CL.IIs were an effective support weapon and a tremendous morale booster for counterattacking German troops. With this successful adaptation of the CL.II, design work began on an improved version, specifically intended for the ground attack role.

Designated the CL.IV, the new airplane had a strengthened and shortened fuselage, with a horizontal tail surface of greater span and higher aspect ratio than the CL.II. These changes, along with a one-piece, horn-balanced elevator, gave the CL.IV much greater manoeuvrability than its predecessor. Like the CL.II, its fuselage was plywood-skinned and still incorporated the shared cockpit. The CL.IV retained the 160-horsepower Mercedes D.III engine of the earlier model, although the spinner was omitted in favour of rounded cowls that enclosed the engine completely, giving the airplane a more aggressive look. Two fixed, forward-firing, Spandau machine guns could be mounted on the CL.IV, but typically only one was fitted. The observer/gunner had a Parabellum machine gun on an elevated, movable mount. Anti-personnel grenades in boxes were carried on the fuselage sides, and rows of cartridges for a Very pistol were often strapped across the rear fuselage decking. After tests were completed of the Halberstadt CL.IV prototype in April 1918, at least 450 were ordered from Halberstadt, and an additional 250 aircraft from a subcontractor, L.F.G. (Roland).

The Halberstadt CL.IV performed well in combat as a low-level attack airplane, relying on its good manoeuvrability to avoid ground fire. When not on close support or ground attack missions, it was used as a standard two-seat fighter for escort work. Towards the end of the war, on bright, moonlit nights, CL.IV squadrons attempted to intercept and destroy Allied bombers as they returned from their missions. Night sorties against Allied airfields were also made with the CL.IV.

The source of the NASM airplane was a collection of Halberstadt CL.IV aircraft and spare parts obtained shortly after the First World War by Paul Strähle, a former fighter pilot who had served with Jagdstaffel 18. In 1919, he acquired three complete surplus Halberstadt CL.IVs, spare parts, engines, and three additional fuselages. He intended to use the Halberstadts as a nucleus of a civilian passenger transport service called Luftverkehr Strähle. Under the terms of the Treaty of Versailles, these aircraft and spares were initially confiscated by the Inter-Allied Control Commission, but later were sold back to Strähle and assigned civil registration. The

first of the three complete airplanes was reassembled and flight operations began in 1921. This Halberstadt was put on public display in Germany in the 1960s. One of the other aircraft was sold in 1924, and the third was flown by Strähle until 1938. This Halberstadt, along with all of the spare parts and fuselages still in Strähle's possession, were put in storage at that time.

In 1982, Strähle sold the one remaining complete Halberstadt and the spare parts and components to Ken Hyde and Stan Parris of Warrenton, Virginia. They in turn traded all the Halberstadt equipment to the United States Air Force Museum for six surplus North American T-28 trainers in 1984. In addition to the one complete airframe, there were sufficient parts to assemble two more Halberstadts. The National Air and Space Museum had earlier expressed interest in the Halberstadt collection, one of the fuselages in particular, because it had flown in combat during the First World War and it still retained its original German camouflage paint. The fuselage, serial number 8130, was later determined to have been built under license by L.F.G. (Roland), making it even more rare and valuable. In October 1984, the U.S. Air Force Museum donated to NASM the historically significant fuselage and a set of wings, a tail section, and a large number of other spare parts.

In 1987, author and World War I aviation authority, Peter M. Grosz, working on behalf of the Museum für Verkehr und Technik (MVT), later renamed the Deutsches Technikmuseum, in Berlin, suggested a cooperative arrangement by which MVT would restore all three Halberstadts: the NASM example and the two airframes still in the possession of the U.S. Air Force Museum. In return, MVT would keep one of the Air Force Museum aircraft for its own collection. An agreement between the parties was struck, and in February 1989 the Halberstadts were prepared for shipment to Germany. The restoration of NASM's Halberstadt CL.IV was completed by MVT in June 1991.

The Halberstadt that arrived in Tasmania as a WW1 trophy was thoroughly photographed, and has been the subject of substantial artwork rendering. Its colours were the main display of the Profile Publications pamphlet on the type in the 1950s and 60s. A full colour rendition appears as the cover art for the more recent Windsock Data file on the Halberstadt Cl.II.

According to the Ministry of Munitions report on this airplane the fuselage was the standard multi colour Halberstadt "scumble" spray described as "cloudy yellow, dark and light greens, brown, purple and a light blue. The belly of the fuselage is coloured yellow throughout." The tailfin and rudder were reported to be painted grey, with the horizontal stabilizer and elevator in black and white stripes. Five colour lozenge fabric was carried on the wings and wheel discs. Photos do not clearly show whether the metal nose panels and spinner were painted, or were left in natural metal finish.³⁵

³⁵ www.theaerodrome.com/forum/archive/index.php/t-2096.htm



The Halberstadt CL.II, one of the most loved German aircraft of Word War I. The Halberstadt CL.II was a two seat escort fighter/ground attack aircraft and served in large numbers with the German Luftstreitkräfte (Imperial German Army Air Service) in 1917-18.



The captured Halberstadt CL.II

In late 1916, the Halberstadter Flugzeugwerke (airplane factory) began development of a new type of two seat fighter to fulfil a military requirement for a defensive patrol and pursuit aircraft. The new CL type aircraft were smaller than the existing C type and designed for use in Schutzstaffeln (Protection flights) escorting reconnaissance aircraft.

To meet this requirement, Halberstadt developed an aircraft based on its earlier, unsuccessful Halberstadt D.IV single seat fighter. Originally designated the Halberstadt C.II, it was re-designated the Halberstadt CL.II when the CL designation was applied.

The CL.II was a single engine biplane, with an all wooden structure. The fuselage was covered with thin plywood panelling, housing a crew of two in a single cockpit. It was armed with two fixed 7.92 mm (.312 in) machine guns for the pilot and a flexible 7.92 mm (.312 in) machine gun affixed to a raised ring mount, which provided a good field of fire. Operated by a rear gunner, it was capable of downward fire at targets on the ground. The single-bay wings were fabric-

covered, with a swept upper wing. It was equipped with a Mercedes D.III 6-cylinder water cooled inline engine, 120 kW (160 hp).

The CL.II passed its type-test on 7 May 1917, which resulted in the placement of production orders. Halberstadt built 700 CL.IIs by the time production shifted to the improved CL.IV in mid-1918. A further 200 CL.II aircraft were built in 1918 by the Bayerische Flugzeug-Werke (BFW).



The entire crew of a Halbertadt CL.II posing before a mission.

The CL.II entered service in August 1917, and proved extremely successful. Its excellent manoeuvrability, rate of climb, and good weapon field of fire allowed it to match opposing single-seat fighters. It also proved to be well suited to close-support, which became the primary role of CL-type aircraft. Such units being re-designated Schlachtstaffeln (Battle flights).

When the CL.II arrived on the front, it was assigned individually or to the new Schutzstaffeln two-seater flights for protection duties. It was much smaller than the standard two-seater and when first encountered over the front, it was often mistaken for a single-seater by unwary Allied pilots, who paid for the mistake when within range of the observer with his machine gun. By autumn, it was discovered the airplane made a perfect ground attack and trench-strafting machine, with more aircraft shifting into the new Schlachtstaffeln.



The observer-gunner was a point of strength of the Halberstadt CL.II

Ground support by the Schlachtstaffeln proved very effective, both in support of German attacks and to disrupt enemy attacks. An early example of the successful use of CL type aircraft in the ground attack role came during the German counter attack on 30 November 1917 during the Battle of Cambrai, where they were a major factor in the German performance.

The success of the German tactics at Cambrai, including the use of close air support, resulted in the Germans assembling large numbers of CL-types in support of the Spring Offensive in March 1918. Of the 38 Schlachtstaffeln (equipped with the CL.II, CL.IV, and the Hannover CL.III) available, 27 were deployed against the British forces during the initial attacks of Operation Michael. The CL.II remained in service until the end of the War.

Reference sources: Cavanaugh Flight Museum, Military Factory, Wikipedia, Stringbags, AviationsMilitaires.net, Their Flying Machines.

Further notes on Halberstadt CL.II: Escort Biplane Fighter / Ground Attack Aircraft

Source: Authored By: Staff Writer ' Military Factory- Edited: 31/7/2019

Nearly 1,000 of the Halberstadt biplane aircraft were produced during World War 1 - serving as escort fighters and ground attack platforms.

It was the Halberstadt D.IV fighter that served as the basis for the CL.II escort fighter / ground attacker. The original D.IV was rejected by the German Air Service due to pilot vision out-of-the-cockpit and only saw three aircraft produced but it was this very design that influenced the upcoming CL.II, developed to a two-seat, defensive-minded patrol and pursuit requirement for the Germans of World War 1 (1914-1918). The CL.II fulfilled this role quite well and was produced to the tune of 900 examples.

The CL.II originally emerged under the designation of "C.II" during 1916 but this was reworked to become the "CL.II" in the summer of 1917. Like other aircraft in the Halberstadt stable, the CL.II carried a single 7.92mm LMG 08/15 synchronized machine gun in a fixed, forward-firing mounting for the pilot. Armament was augmented by the rear crewman being given management of a single 7.92mm LMG 14 series machine gun atop a flexible mounting. To fulfil the ground attack aspect of the requirement, the aircraft could be laden with up to five 22lb "Wurfgranaten 15" series trench mortar fragmentation bombs and ten stick grenades. Power was from a Mercedes D.III 6-cylinder inline engine of 160 horsepower driving a two-bladed propeller at the nose. A biplane wing arrangement (staggered) was used with parallel strutworks as was a fixed undercarriage (wheeled at the main legs) and open-air cockpits for the two crewmembers.

First-flight was had during early 1917 which led to a first-order placed in May. In August of that year, the aircraft was readied for battle and began arriving in useful numbers. Once in action, the series was well-regarded for its handling and power as well as good vision out-of-the-cockpit. In a matter of weeks, it proved itself one of the more valuable aircraft in service to the Germans as the type could engage air and ground targets with equal lethality - as well as defend itself when necessary. It also served as an escort to larger, slower and more vulnerable warplanes when needed, such was its over-battlefield flexibility.

To make up the 900-strong total, Halberstadt received no fewer than five total production batch orders and this accounted for at least 700 aircraft with manufacture ranging into the middle part of 1918. Bayerische FlugzeugWerke (BFW) supplied the other 200 aircraft in the total.

The CL.IIa was the sole variant of the CL.II line, this model carrying a BMW IIIa series engine and trialled for a time in frontline actions. It did not see quantitative production figures. Both Lithuania and Poland became post-war operators of the CL.II.

As finalized, the CL.II could manage a maximum speed of 103 miles per hour with a service ceiling of 16,600 feet. Endurance was three hours and climb to 16,400 feet took forty minutes. Empty weight was 1,700lb against a Maximum Take-Off Weight (MTOW) of 2,500lb.³⁶

Armament

STANDARD:

1 x 7.92mm Spandau LMG 08/15 machine gun in fixed, forward-firing mounting synchronized to fire through the spinning propeller blades.

1 x 7.92mm Parabellum MG14 machine gun on flexible mounting in rear cockpit.

OPTIONAL:

5 x 22lb Wurfgranaten 15 series trench mortar fragmentation drop bombs.

Variants / Models

- CL.II - Base Series Designation
- CL.IIa - Limited test form fitted with BMW IIIa series engines.
- C.II - Original designation of 1916

³⁶ https://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=1708

Halberstadt CL.II "Br nhlde"; Armament, WWI, Bombs, Germany. [digital image]



Close-up left side view of Halberstadt CL.II "Br nhlde" (of unit Schlasta 27b) on the ground showing armaments being loaded. Ground crewman at left hands 1.9 kg granatewerfer "Fliegermaus" bombs to the observer standing in the cockpit. Box affixed to the side of the aircraft holds stielhandgranate "potato-masher" hand grenades; a belt holding flare cartridges is draped across the rear deck being the cockpit.³⁷

Keith Isaccs in his book *Military Aircraft of Australia 1909-1919* says:

The CL units proved so successful that their title Schutzstaffeln (Protection Flights) was changed to Schlachstaffeln (Battle Flights). At the time of the great German offensive in March 1918, 30 Schlastas were operating on the Western Front. The climb of the CL II was poor by contemporary standards, but down low it proved a deadly opponent, especially when engaged in contour dying, and Allied aircraft thought twice about attacking it. Cutlack's The Australian Flying Corps contains many accounts of clashes between CL IIs and the scouts of Nos. 2 and 4 Squadrons; as does Wrigley's The Battle Below which highlights the encounters of No. 3 Squadron's R.E.Ss with the enemy two-seaters. Indeed, both books provide interesting descriptions of how Lieutenants Armstrong and Mart in R.E.8., 0.4689, carried out a mid-air capture of a Halberstadt and forced it to land in the squadron's lines on 9 June 1918.

Photographs taken at the time show this Halberstadt painted in the gaudy colours of the period and, in addition to prominent black and white stripes on the tail-plane, the official report stated that: The body work and also the centre section of the top-plane are covered with a scrumple of colours arranged in indefinite areas and shading into one another. The colours used are a cloudy yellow, dark and light greens, brown, purple, and light blue. The belly of the fuselage is coloured yellow throughout. A black and white Roman numeral III was also painted on both sides of the rear fuselage. The aircraft was one of a batch of 200

³⁷ <https://airandspace.si.edu/collection-objects/halberstadt-clii-br-nhlde-armament-wwi-bombs-germany-digital-image>

whose known serial numbers included 15332/17 to 15459/17, and this particular Halberstadt CL II machine was numbered 15342/17.

Cutlack goes on to add that it 'was claimed as a war trophy and was subsequently presented to the Australian Government'—to which Wrigley concurs by adding in 1935 that it has since become a valued exhibit in the Australian War Museum'. However, it would appear that Halberstadt CL II, 15342/17, met with some other disposal fate, and that a similar machine was sent to Australia in its place. Files still in existence record that in April 1920 the Australian War Museum held two Halberstadts which were listed as "3A 8284/17 with 180 h.p. Mercedes', and C V (A.V.) 6867 with 200 h.p. Benz'; the former aircraft was put on display with a caption purporting that it was 'chased home and forced to land on 3rd Australian Squadron aerodrome in France by a machine of that squadron'. What is definitely known is that the original captured aircraft, 15342/17, was given the British intelligence number G. 5b/16, and was flown by Captains S. G. Brearley and R. Ross on 16 June 1918 from Bertangles to Marquise where it was handed over to the Royal Air Force as a war trophy.

The ultimate fate of the other two Halberstadts, shipped to Australia in post-war years, is told in the next volume in this series. Other Halberstadt aircraft which fought against Nos. 2, 3 and 4 Squadrons on the Western Front included the Halberstadt CL IV which was an improved version of the CL II, and the Halberstadt C V a long-range, photographic-reconnaissance, two-seat biplane. In the Palestine area No. 1 Squadron clashed with the various Halberstadt single-seat scouts, or D types—the Halberstadt D I, D Ia, D II, D III, D IV (which was also used by Turkey) all of 1916 manufacture, and the D V of 1917.³⁸

Summary

The Halberstadt Cl.II was a highly successful escort fighter and infantry support aircraft. Halberstadter Flugzeugwerke GmbH was initially established in 1912 as Deutsche Bristol Werke GmbH and built Bristol aircraft under license. After war broke out in August 1914 they changed their name to Halberstadter Flugzeugwerke GmbH and continued to build aircraft more suited to training until late 1915 when they introduced their successful Halberstadt D.1 single seat fighter. In November 1916 Halberstadt started work on 3 prototypes built to Idflieg's new lightweight C class (C = armed two-seat) specifications incorporating many features from their single seat fighters. The result was the sleek 160hp Daimler-Mercedes D.III powered Halberstadt Cl.II, the lower case "l" indicating leicht (light) weight, and the first prototype 9902/16 was completed in April 1917. After initial evaluation the single piece top wing was split into 3 parts, the fully enclosed engine cowling was reduced and the elevator balances were removed. Following successful type-testing in May 1917, an order was placed for 100 Halberstadt Cl.II and production aircraft began arriving at front line units from late July 1917 onwards. It was very well regarded for its good visibility, climb rate, maneuverability, stability and ease of internal communication afforded by the close nature of the pilot and gunner. Halberstadt Cl.II were initially tasked with escorting traditional two-seat C type reconnaissance and artillery spotting aircraft, often assigned to a specialised Schutzstaffel (Protection Squadron) which were renamed Schlachtstaffel (Battle Squadron) following their transition to infantry support in March 1918.

³⁸ Keith Isacs, *Military Aircraft of Australia 1909-1919*, p. 77-78, 1971

The Halberstadt Cl.II featured a plywood skinned top wing centre section and fuselage with conventional linen covered tailplane and wings, although the wing fabric was applied at a 45 degree angle to the line of flight. Early production Halberstadt Cl.II had a forward firing LMG 08/15 "Spandau" mounted to the port side of the engine, aerodynamic control rods for the ailerons and an undersize rudder, which was enlarged shortly after production began and retrofitted to earlier aircraft. On late production Cl.II the LMG 08/15 "Spandau" was mounted above the starboard side of the engine and the aileron control rods were simplified. Some very late production aircraft were fitted with a redesigned gun ring with "X" style bracing which was also seen on the Halberstadt Cl.IV. It appears to have been the intention to arm late production aircraft with a 2nd forward firing "Spandau" mounted high on the port side but only a very small number were finished this way. Early and late production aircraft could be found powered by 160hp, 180hp and 200hp Daimler-Mercedes D.III, D.IIIa and D.IIIaü engines. The bottom of the fuselage under the cockpits was constructed from metal to provide some protection from ground fire. Depending on operational requirements the Halberstadt Cl.II could carry various models of camera and wireless equipment as well as small bombs. About 900 Halberstadt Cl.II were produced, 200 of which were built by Bayerische Flugzeug Werke (BFW) under license in 1918, half of which were powered by the 180hp Argus As.IIIa engine and designated the Cl.IIa. Although superseded by the even lighter Halberstadt Cl.IV introduced in the middle of 1918, the Cl.II soldiered on to the Armistice and saw post war service with Poland. Any history of this important aircraft here is of necessity very brief, therefore we encourage you to seek out the references mentioned below for a more thorough understanding of this important aircraft.

WW1 colour schemes are contentious at the best of times and while we have been as meticulous as we could be to provide what we consider to be accurate painting information for this model, I'm sure some will not find our choices to their liking. Early production Cl.II appear to have been finished in a similar fashion to that seen on DFW C.V built by Halberstadt under license from mid 1917. The upper surfaces of the fuselage (and top wing centre section) were camouflaged in a distinctive multicolour stippled finish in a patchwork design which became less distinctive as production continued. The patchwork camouflage on the fuselage was described in the capture report for late production Halberstadt Cl.II 15342/17 as "...colours arranged in indefinite areas and shading into one another. The colours used are a cloudy yellow, dark and light green, brown, purple and a light blue" which appear to have wrapped around to the undersides on many later production aircraft. The only known contemporary reference specifically mentioning the fuselage bottom colour is for 15342/17 which was described as "...coloured yellow throughout" and would appear to have been finished this way at the unit for identification purposes. The fuselage wreckage of very late production Cl.II 1231/18 and a 2nd unidentified Cl.II were described simply as "camouflaged ... green and brown" which indicates they were probably painted in a similar fashion to the dark brown and dark green stipple finish found on several surviving Halberstadt Cl.IV fragments. Some very early production aircraft had their wings and tailplane upper surfaces finished with light 5 colour lozenge (intended for use on the bottom) with plain bleached (white) linen

undersides and had the bottom of the fuselage (and underside of the top wing centre section) painted white to match. But most aircraft had the upper surfaces of the wings and tailplane covered with the more appropriate dark 5 colour upper lozenge fabric and the light 5 colour lozenge used on the undersides as intended. Some very late production Cl.II utilized 4 colour lozenge fabric. Additionally many colourful unit and personal markings were applied, all of which remain amongst the liveliest of topics for modellers to debate.



Halberstadt CL.II 14207/17 '3' of *Schlasta 2* in standard factory finish.

Chapter 4

Fate of the Halberstadt CL 11

To have seen an intact war trophy such as the Halberstadt CL 11 WW1 German plane assembled on arrival in Tasmania in the early 1920s would have been a great asset to the proposed war museum in Hobart which may have stood centre stage to the other war relics apportioned to Tasmania by the Australian War Museum

Unfortunately that was not to be the case although aviation and Tasmanian aviators were active in both aero clubs and the beginnings of commercial enterprise in both Launceston and Hobart. Arthur Long in Hobart, the first to fly Bass Strait and Ivan Holyman establishing Holyman airways out of Hangar 17 at Western Junction in the 1930s.

Co-author Iain Pinkard contacted the Vale family many years ago but they couldn't give him any details of the plane that Mr Vales was building and the parts he had successfully negotiated from the Halberstadt CL 11 rotting away at the Newtown Infirmary. With regards the Halberstadt he was on the understanding that the plane and its crate were in poor condition which may explain why there was no objection to the use of parts by Mr Vale. Further enquires revealed that the engine and instruments and prop ended up in an aircraft museum in Hobart. A friend of Iain's in Hobart traced the museum owner and tried to get a list of the contents that were sold in the 80's after the museum was closed. Unfortunately this never came to light and Iain believes that owner has since died. He indicated that he thought from memory the engine and other bits went to the mainland but didn't know where. Many years ago Iain and colleagues thought about building a static replica but for various reasons it didn't happen. However, a New Zealand group who builds vintage WW1 planes built a Halberstadt and could possibly supply plans or some sort of drawings.

So it appears that the fate of the Halberstadt will be now lost forever as no records of its eventual dispersion in Tasmania or mainland States has been fully recorded and we can only rely on memories of those who were closely involved and they unfortunately are no longer with us. However the following is recorded online [<https://www.3squadron.org.au/subpages/RE8.htm>] ³⁹

Mid-Air Capture!

This was a fine achievement by Lieutenants R. C. Armstrong and F. J. Mart in R.E.8, **D.4689**. On 9 June 1918, this aircraft and crew were carrying out artillery reconnaissance in the vicinity of Meaulte-Gressaire Wood - Warfusee Abancourt. Activity was slight, so the aircraft commenced strafing the enemy trenches near Morlancourt. At about 11.40 a.m. they saw a *Halberstadt* two-seater hastening eastwards towards its own lines. Armstrong headed off the aircraft, and the German pilot, who was later found to be young and inexperienced, made no attempt to fight back. One or two feeble efforts were made to break away but the *Halberstadt* pilot allowed Armstrong to take up a commanding position and shepherd him to the No.3 Squadron aerodrome. The aircraft was captured intact and the feat gained the congratulations of Lieutenant-General Sir John Monash. This *Halberstadt* C.L.II, 15 342/17 (which was given the British intelligence number G.56/16, the 'G' series being reserved for captured German aircraft),

³⁹ <https://www.3squadron.org.au/indexpages/story.htm>

was flown by Captain S. G. Brearley and R. Ross on 16 June from Bertangles to Marquise, where it was handed over as a captured war trophy. A machine-gun from this aircraft is on display in the Australian War Memorial.

[Sadly the wooden structure of this aircraft was also lost in the accidental 1925 fire that destroyed "*Sylvia*".]



The *Halberstadt* (Illustration from Cam Riley's [AFC Website](#))

No. 3 Squadron's most famous aircraft was *A.4397 "Sylvia"*. Perhaps the hardest working combat aircraft on the Western Front. This machine, which was flown mainly by Captain R. G. Francis, set a record for the British forces on the Western Front by accumulating 440 hours of service flying and completing 147 flights across the line; the previous record was 427 hours service flying. No.3 was specially congratulated by General Headquarters - with, of course, Francis and *A.4397* receiving due acknowledgment.

It is interesting to record that Francis, during his time in the Somme area, had a Kewpie doll painted on each side of *A.4397's* fuselage, in the centre of the aircraft identification letter "*D for Doll*". At the request of the Australian Government, R.E.8 *A.4397* was shipped to Australia after the war.



"Sylvia" (Illustration from Cam Riley's excellent [AFC Website](#))

Unfortunately "Sylvia" was destroyed in an accidental fire outside the Exhibition Building, Melbourne (where part of the Australian War Memorial's collection had been temporarily displayed) on Sunday 22 February 1925. Workmen had been sweeping up the nearby park after a cycling race, and their burning rubbish was blown by strong winds onto several highly-flammable crated aircraft from the AWM Collection, which were about to be moved to Sydney. Several aircraft were destroyed, including "Sylvia". Ref: AWM File 93 9/1/1.]⁴⁰

So there appears to be some conflicting evidence about the Halberstadt as it is clearly evident that the plane was still rotting and stripped of parts in it's original crate at the Newtown Infirmary in Hobart at this time as recorded in the Mercury newspaper in 1935.⁴¹

To add further confusion to the story this reply from the Australian War Museum in January 2020 begs further research on the story of what really happened to the Halberstadt CL 11 captured in Northern France by No 3 Squadrons Armstrong and Mart.

Australian War Memorial Research Centre - Redirection - re Question: RCIS79914

Dear Paul, your request has turned out to be rather complex and confusing, so has taken me longer than expected to respond. I have looked at the Memorial's records and the answer is not simple and unfortunately the records are not always complete, not always accurate and sometimes contradictory! I have included links below to documents relating to the aircraft for you to read & try to work out what is going on, but it appears that the Memorial may have had 3 Halberstadt aircraft:

Halberstadt CLII serial number 8284/17 – this one is listed in some old records as being the one brought down by Armstrong & Mart (although I note in our catalogue records we have the one that Armstrong and Mart brought down with serial number 15342/17, so that information is incorrect).

Halberstadt CV serial number 6867, which had no known history and was ceded to the Australian government under terms of the Armistice. Both aircraft were still held by the Memorial in 1925. The records I have found are not clear but one of these aircraft may have been the 6th aircraft destroyed in the 1925 fire (see file AWM93 9/1/1) – it is noted 6 were destroyed but only 5 have crosses against them in the initial list of aircraft held, although Halberstadt 8284/17 has a small cross below it in the aircraft information section of the file, that may indicate a subsequent acknowledgement that it was destroyed.

The third aircraft seems to have been a Halberstadt CLII (possibly serial number 15342/17?). Correspondence from Dec 1921 indicates this aircraft was allocated to Tasmania (and presumably was the aircraft received).

Originally the Memorial allocated a Pfalz to Tasmania (accession number UK2309 – shot down on 17 October 1918. Its British intelligence number was G/5B/13) but in Nov 1921 after Tasmania accepted it, Captain Wackett⁴² (ex 3 Sqd AFC) inspected the aircraft, and

⁴⁰ No. 3 Squadron's most famous aircraft was **A.4397 "Sylvia"**. Perhaps the hardest working combat aircraft on the Western Front.

⁴¹ *Mercury*, Wednesday 27 November 1935, p. 9

⁴² At the end of the First World War, Major (later Sir) Lawrence Wackett returned to Australia following distinguished service, including some aircraft engineering experience, in the Australian Flying Corps. Becoming one of the cadre of officers forming the fledgeling Royal Australian Air Force, Wackett had a great belief in the need to develop an indigenous aircraft industry. He completed a Bachelor of Science at Melbourne University, and followed this with two years of advanced training in aircraft design under Frank

noted it was in fact a 2 seater Halberstadt, not a Pfalz (this is presumably why the offer of a Pfalz to Tasmania was changed to a Halberstadt in later correspondence).

Treloar⁴³ thought it might be Armstrong & Mart's Halberstadt because the crate that was meant to hold that machine had another aircraft that did not match the description given of Armstrong & Mart's aircraft (so 8284/17 may have been in the crate meant for the aircraft brought down by Armstrong and Mart). However, Wackett said the aircraft he inspected was the same model (so was a CLII) but was not Armstrong & Mart's aircraft. The latter had ended up with British roundels on it before being flown to the UK, but it is possible it was subsequently repainted so Wackett could be wrong.

Treloar thought it didn't have an engine, but the one offered to Tasmania did have one, so suspect that they ended up adding an engine. (See file AWM93 27/1/175) When the Tasmanian government was planning its own war museum in 1919/20 items were identified from among the Memorial's collection and sent there in anticipation of the construction and filling of the museum. From our files, by 1925 this seems to have lost momentum and the items sent to Tasmania (including the aircraft) went into storage at Newtown Infirmary (see files AWM194 TIC and AWM194 T1A).

There was a complaint about the state of items there in 1925, then in 1928 there was a report that specifically states the condition of the aircraft and then in 1930 there is correspondence about the use of its parts by a Mr Vane who wanted to build an aircraft. The last correspondence I can find at the Memorial dates to 1930, I think it was regarded that the aircraft was not the AWM's responsibility (especially given its poor condition), so was left to the Tasmanian Museum &/or the Department of Defence to manage the final dispersal of its parts. We have no record of it.

What becomes more confusing about the history of the aircraft sent to Tasmania is that when a Pfalz held by the Memorial (still held in the collection and currently on display) was displayed here in the 1940s/50s, the description in the tour guide reads "...we come to a Pfalz, brought down in October 1918 by Australian pilots flying Sopwith Camels. After the German pilot had exhausted his ammunition, he was shepherded by the two Australian machines to one of their own aerodromes and forced to land upon it". Problem is that our Pfalz was ceded under terms of the Armistice and we don't know its background so the story is incorrect! They seem to have written a variant/combined account of what had happened to the Pfalz originally offered to Tasmania and what happened to the Halberstadt that Armstrong and Mart brought down! Very messy.

I have also included the pages from Military Aircraft of Australia by Keith Isaacs. You may have seen it already in your research. It is interesting and has some extra information. He appears to have checked some of the files I am forwarding you but has not cited them in the bibliography. He did not cite most of his sources unfortunately (only the secondary sources, none of the primary ones). I have not included all the correspondence in the files mentioned, just the pages relating to the Halberstadt sent to Tasmania. If you wish to see the full files, you will need to contact the Research Centre to get proper copies made – there is a cost involved and I am not sure what their time frames are at the moment.

More information is available at <https://www.awm.gov.au/visit/research-at-the-memorial>. Photos of the Halberstadt after capture by 3 Squadron are available on the Memorial's website - <https://www.awm.gov.au/advanced-search>. There might also be other

Barnwell, designer of the Bristol Fighter of the First World War and, later, the Bristol Beaufighter of the Second World War.

⁴³ **John Linton Treloar**, OBE (10 December 1894 – 28 January 1952) was an Australian archivist and the second director of the Australian War Memorial (AWM). During World War I he served in several staff roles and later headed the First Australian Imperial Force's (AIF) record-keeping unit. From 1920 Treloar played an important role in establishing the AWM as its director. He headed an Australian Government department during the first years of World War II, and spent the remainder of the war in charge of the Australian military's history section. Treloar returned to the AWM in 1946, and continued as its director until his death.

information regarding the aircraft or museum plans in contemporary newspapers in Trove - <https://trove.nla.gov.au/newspaper/>.

You may be interested to know that the Memorial holds two items from the aircraft brought down by Armstrong and Mart – a machine gun <https://www.awm.gov.au/collection/C111415> and an altimeter (information is not available online about the latter, but its accession number is RELAWM10428 for your interest). They were both donated by 3 Squadron AFC during the war. You may find more resources online or at the Tasmanian Museum and Art Gallery, who were the original recipients of the aircraft. Best of luck with your article.

Regards Dianne Rutherford Dianne Rutherford Curator | Military Heraldry & Technology mht@awm.gov.au | t 02 6243 4245 | f 02 6243 4325 Australian War Memorial | GPO Box 345 Canberra ACT 2601 | www.awm.gov.au

My letter 27 December 2019 requested:

Dear Sir/Madam, I write requesting information and available records on the fate of an intact WW1 captured German Halberstadt CL 11 by No 3 Squadron in Northern France in June 1918. This plane was flown to England and then shipped to the Australian War Museum as a WW1 Trophy. It was subsequently shipped to Hobart Tasmania where my research reveals it remained in its original shipping crate and over a period of some years was stripped of parts and allowed to rot in its crate until 1935 when it was dispersed to aviation enthusiasts and experimenters. However, your records, I believe say that it was destroyed by an accidental fire which claimed the 'Sylvia' in the grounds of the Melbourne Exhibition Building in 1925. Could you investigate your records on this WW1 Trophy, its movement in Australia and eventual official fate. I am presently writing a history of this WW1 German aeroplane for the Tasmanian Aviation History Society recently formed in Launceston, Tasmania. I am a founding member of this Society and would appreciate all the help I can muster to complete this history of the Halberstadt CL 11 WW1 War Trophy.

The story can be traced in the appendix which lists all the AWM recorded correspondence associated with my original enquiry.

In summary with the basic knowledge that there were three Halberstadt CL11 German plans held by the Australian War Memorial and knowing that one was minus its engine and the other destroyed in the 1925 fire in Melbourne then it is possible that the Halberstadt gifted to Tasmania was indeed the one captured by No 3 Squadron in 1918 as it was intact and had an engine. However, contradictory, unsubstantiated evidence put forward by Keith Isaacs in his book (Military Aircraft of Australia 1909-1919) adds further confusion to the actual fate of this intact captured German bi- plane by No 3 Squadron in June 1918.

On further investigation following the AWM correspondence in early January 2020 Iain Pinkard spoke to a friend in Hobart asking him about the aero engine display in Hobart some years ago and he is reasonably sure the Halberstadt engine was there, also he thought the airframe was lost in a fire in the 50's. Iain also spoke recently to someone from the aero club at Cambridge and he also thought the engine was there. Further investigation is warranted.

Chapter 5

Tasmanian Aviation Pioneers

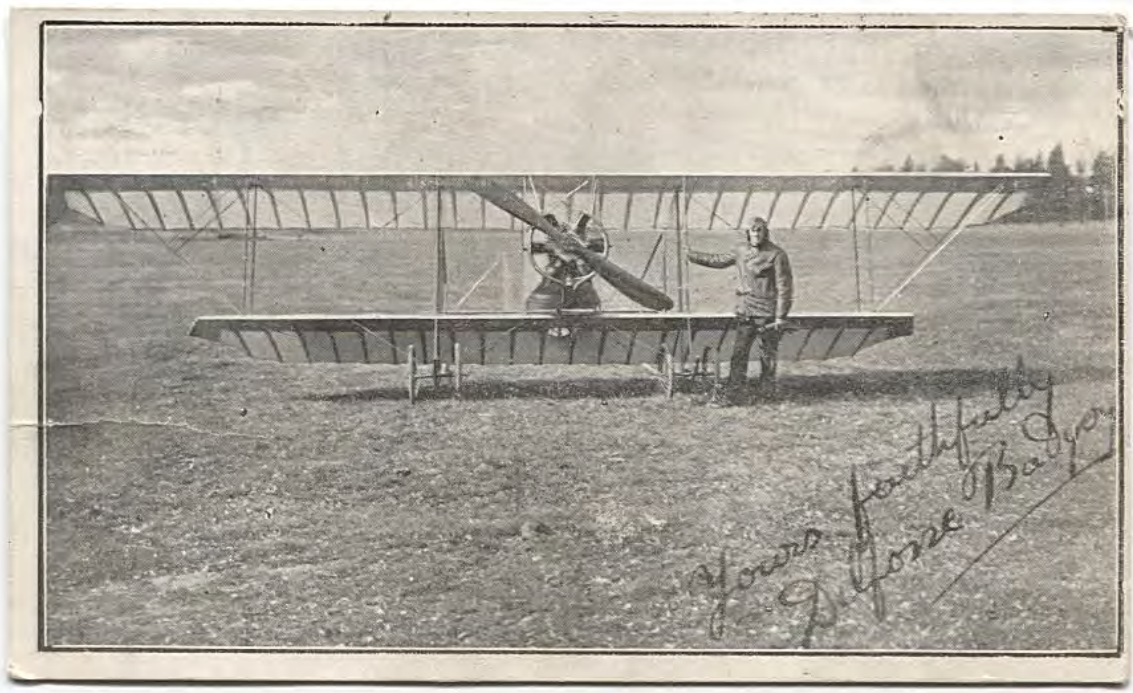


H. Gatty I. Holyman D. Warren H. Fysh A. Long F. Huxley

Tasmanians have been outstanding in the history of aviation. Those who have stood above the crowd include Harold Gatty, Sir Ivan Holyman, David Warren AO, Sir Hudson Fysh, Arthur Long and Frederick Huxley⁴⁴.

However, this interesting card features a photograph of Delfosse Badgery, the first person to fly a powered aircraft in Tasmania during September 1914; the card includes a printed autograph.

⁴⁵



During his visit to Hobart the *Mercury* wrote about his display at Elwick Racecourse:

⁴⁴ Charcoal portraits by Catherine Shearing

⁴⁵ <http://tps.org.au/bb/viewtopic.php?t=186>

AVIATION IN TASMANIA.THE FIRST FLIGHT: MR BADGERY AT ELWICK.

Nature has given the power of flight only to birds and insects and to one or two "borderland" creatures like bats and flying-foxes. Even among birds there are many species that cannot fly, while the power of soaring through the air has been denied to man, and to all his near relatives. From early times, however, man has striven to obtain by artificial means what he has lacked by nature. For a long time it was supposed that the solution of the difficulty lay in some sort of artificial wings. The oldest legend of flying men which has come down to us, the Greek story of Daelalus and his son Icarus, relate that they made themselves wings, fastened on with wax, and started to fly from Greece to Sicily. Icarus flew too near the sun, and the heat melted his wax, so that he fell into the sea and was drowned, but Daedalus reached his destination. If the story could be accepted, he flew some hundreds of miles and held the long distance record until very recently.

The theory of the "natural" means of flying, that is, by means of wings, died very hard (as did some of its advocates). Even in Tasmania many years ago an ingenious resident of Cambridge made for himself a pair of wings, and essayed to fly therewith. He mounted to the top of a barn, and launched out into the air, but speedily came to earth, and broke his leg. It is only in comparatively recent times that men have set about the conquest of the air in quite a different way, with the result that flying machines are now in most countries a common-place.

Until yesterday (10 Sept 1914) however, no-one had ever made an ascent in Tasmania.

Naturally, therefore, a good deal of interest was taken in the event by a small group of people who had gathered on the Elwick show ground to witness a private ascent for the benefit of the press by the young New South Wales airman, Mr. Delfosse Badgery.

In its ground plan, Mr. Badgery's machine somewhat resembles a sledge, furnished in front with two pairs of small wheels. Above this the frame-work supports in front two canvas planes, one about five feet above the other, between which is the six cylinder Anzani engine, 45 horse-power, with a propeller in front and the pilot's seat, shaped very much like the side-car of a motor-cycle, behind. At the back is a third canvas plane which forms "tail" which can be raised or lowered at will, and a couple of canvas rudders. Everything about the machine, though strong, is light, and its total weight is only 530lb., of which the weight of the engine accounts for about 150lb.

When Mr Badgery took his seat his assistant started the propellers, while four men held the biplane till the engine was fairly started. Then Mr. Badgery gave the signal to let go, and the aeroplane, after a short run, rose from the ground and soared up into the sky and circled round above the show ground till it reached a height of about 1,500 feet. When at its highest it looked like a great bird against the blue sky, the illusion being somewhat interfered with, however, by the throb of the engine.

After a turn round, Mr. Badgery volplaned down towards the earth, but when a few feet above it changed his mind and rose again and once more soared upward high above the show ground. The perfect control he had of his machine was very remarkable. He seemed to have as much command over its motions as if he were really endowed with wings.

Finally he shut off the engine and volplaned gracefully to the ground, along which he ran a little distance before stopping

When the aviator finally returned to the earth the spectators cheered him, and, pressing round, congratulated him heartily on having made the first as-cent in Tasmania. The Hon. C. E. Davies expressed to Mr. Badgery the pleasure his fine exhibition had given to all present.

To-morrow Mr Badgery intends to give a series of exhibition flights at Elwick, and special train arrangements have been made.

On Saturday Mr. Badgery will begin by giving an exhibition of how an aviator learns to fly, taking the machine along the ground, "hopping" it and then taking short flights rising ten or twenty feet above the ground and landing nice and softly. After that he will take up with him about twenty little paper bags filled with flour to represent bombs. The outline of a battleship will be marked out on the ground and Mr Badgery will give a demonstration of dropping bombs from various heights of from 1,000 to 5,000 feet. Next he will give exhibitions of trick flying, including looping the loop, volplaning, "figure of eight" diving, spiral diving, etc. If the weather is favourable, Mr Badgery intends to make an attempt to beat his own Australian altitude record of 15,500 feet. Special trains will run to the show ground on Saturday afternoon. It is more than likely that on leaving Hobart Mr Badgery will fly from Hobart to Launceston.⁴⁶

AVIATION.DISPLAY BY MR. BADGERY: The display of aviation at Elwick by Mr. Delfosse Badgery of Sydney attracted a large number of patrons to the show grounds on Saturday. Although the weather was splendid for an outing, the erratic course of the winds in the higher regions rendered it inadvisable for Mr Badgery to attempt anything, beyond ordinary flights. However he made three flights, rising to a height of some 3,000 feet, and showing himself a thorough master of his craft. His excellency the Govern-or (Sir Wm. Ellison-Macartney), who was present congratulated the aviator on his work.

Mr Badgery had an exciting moment when he essayed to alight after his second flight, coming perilously near the open stand on the south side of the grounds, but his magnificent management of his biplane enabled him to avert disaster by souring upwards and descending in safety in the ring. Owing to the fact that it would have been un- safe to fly low the motor-car v. aero- plane competition was abandoned and the other events had also to be omitted from the programme. A motor-car parade and some motor cycling and band music completed the attractions

The proceeds of the day went to the Red Cross Motor Ambulance Fund, of which Messrs. C. J. Willmot and A. E. Grant were joint honorary secretaries.⁴⁷

Following the Hobart exhibition Mr Delfosse Badgerv, the Australian aviator, and his manager, Mr T. M. Thompson, arrived in Launceston on Tuesday afternoon from Hobart. During an interview by the *Daily Telegraph* Mr Badgcry stated that he had already given two exhibitions at Hobart, and had flown over that city at 8,000/ft . During both exhibitions the air was particularly bad, having to contend with innumerable 'remus,' or

⁴⁶ *Mercury*, Friday 11 September 1914, p. 4

⁴⁷ *Mercury*, Monday 28 September 1914, p. 8

pockets, caused by the mountains, which broke up the winds, and caused eddies. 'Never before, he said, have I experienced anything like it; on three occasions my machine was forced downwards at such a speed that only for my safety belt it I would have been thrown from my seat. Mr Badgery is giving a public exhibition at the Elphin Show Grounds on Saturday next at 3.15. 'He states that the conditions in Launceston are much more favourable for flying than at (Hobart, and he promises a great exhibition, weather permitting. He is going to give a demonstration of how an aviator learns to fly, running along the ground, turning, hopping, and landing. He is also going to give a demonstration of how to the control and working of the machine, which is very interesting. He will also try and beat his altitude record of 15,500ft, which is the Australian record. He is also going to give an exhibition of bomb dropping. He is to put up a tent- in the centre of the ground, and drop paper bags of flour, which will act as bombs. The most interesting part of the exhibition will, no doubt, be on the Show Grounds, as there the public will have the opportunity of a close scrutiny of the machine, and the methods adopted in the flight.⁴⁸

Earlier in August he had flown his plane from Moss Vale in Sydney to Goulbourn a distance of 49 miles where he was to give an exhibition. This was the longest flight ever made in Australia and attained an altitude of 12,000ft.⁴⁹

Arthur Leonard Long, who undertook the first flight across Bass Strait 100 years ago in



1919 saw a book celebrating the seemingly forgotten pilot who met that challenge written and published recently..

Bridging the Strait by Pirrie Shiel salutes World War I veteran Lieutenant Arthur Long, whose pioneering flight was in part motivated by a desire to win an impromptu Strait Race for Tasmania. In an interview with the ABC Ms Sheil spoke about what appears to have been another forgotten Tasmanian aviator "The whole point of writing the book was because I'd never heard of him [and] I thought people in Tasmania should know who this man is."

It all happened quite suddenly — Long was in Launceston in December 1919 when he heard that a Victorian pilot was planning an attempt to fly to Tasmania.

⁴⁸ *Daily Telegraph*, Launceston Wednesday 30 September 1914, p. 7

⁴⁹ *The Daily Telegraph*, Sydney Thursday 13 August 1914, p 7



"He decided, 'No, a Tasmanian should do this first'," Ms Shiel said. "He took off from Launceston in his Boulton Paul biplane on December 15 and flew to Stanley, the closest point to Victoria. "There were such buffeting winds that it took him three and a half hours to get to Stanley. "He landed in a paddock close to Highfield House but realised it wasn't the day to make the attempt so he decided to stay with the Ford family until the weather was suitable. "Luckily, the next day it was suitable, so off he took."

Historic flight began at dawn: The 23-year-old pilot took off from Highfield at 6.35am on December 16, 1919 and set a course for King Island. From there, he hoped to see Airey's Inlet lighthouse on the Victorian coast. Long had rigged up a self-filling oil mechanism whereby he would pull a rope and a can of oil would pour into the engine. When the rope broke, he was forced to make a landing in a paddock at Torquay, manually pouring the oil in as he kept the engine running. He could not restart the engine without someone giving the propeller a big spin.

Long took off again and finally landed at Port Melbourne, 4 hours and 10 minutes after leaving Stanley; he averaged just 112kph flying at a 500m altitude. "There wasn't a big crowd there to greet him. There wasn't much time for fanfare before he left," Ms Shiel said.

"There was a bit later on. Maybe more people knew but were afraid he wouldn't get there. One reason Long is not better remembered is that once he had landed in Victoria, he did not return home. He set up an aviation company flying out of Glenroy but 18 months later was bankrupt. "He actually went on to be a very successful stockbroker and had a society wedding in Toorak to a young actress," Ms Shiel said.

"That marriage didn't last long but he did keep flying for himself and flew with the RAAF during World War II, although not overseas.⁵⁰

Long with Mrs Nelson, the first female passenger to fly from Hobart to Launceston.

⁵⁰ <https://www.abc.net.au/news/2019-09-17/bridging-the-strait-salutes-aviation-pioneer-arthur-long/11516756>



Supplied: Weekly Courier

In 1954 on the death of Arthur Long the *Sun Herald* wrote about his aviation exploits.

First Man To Fly Bass Strait: HOBART, Saturday.-Mr. Arthur L. Long, the first pilot to fly Bass Strait, died yesterday-35 years after his hazardous crossing. He flew the strait on December 16, 1919, in a plane which an aviation writer then said was "a patchwork job, a mass of struts and wires and in-tolerably slow." Mr Long was a former Tasmanian and Melbourne businessman, and a Victorian grazier.

He served in the A.I.F. in World War I before transferring to the Royal Flying Corps. After World War I he returned to Tasmania and bought with his deferred pay a two-seater biplane with a single 90-h.p. engine. Top speed was 85 miles an hour, with a dangerously high landing speed of 65 to 70 miles an hour. With this plane, range 200 miles, he decided to cross the strait.

He heard a Melbourne airman planned the trip and decided to beat him to it. He took off from Stanley, Tasmania, despite adverse conditions, with a one gallon tin of oil fitted to tip into the sump when he pulled a cord. He did this because he feared the engine would overheat, but when he pulled the cord during flight it broke. He had set a course in the teeth of a strong north-west wind, which buffeted him for four hours. But he landed safely at Torquay, near Geelong, Victoria-and delivered a message from the Governor, Sir Francis Newdegate, to the Governor-General, Sir Ronald Munro Ferguson.⁵¹

⁵¹ *Sun-Herald*, Sunday 7 November 1954, p. 2

Long takes a break with photographer Stephen Spurling II after an aerial shoot.

Source: *Weekly Courier*

In 1919 Arthur Long visited Launceston and his visit was recorded in the *Examiner*:



The visit of the aeroplane to Launceston created a good deal of interest, not only because such a spectacle is rare, but by reason of it marking the initiation in Tasmania of aerial

commercial enterprise. It was well over two hours behind time, and consequently the school children, who were allowed an extra hour in attending school, were not able to have the view of it they would have had had misfortune not attended the flight. The machine hove in sight about 11.25, and executed a couple of loops at a high altitude over the city. It then landed at Mowbray racecourse, which proved a satisfactory spot. The return journey was commenced at about 4.20, and the city streets were quickly filled as it was heard to pass over. Among the "mail" brought by the aeroplane were letters to the Mayor of Launceston from the Mayor of Hobart, and from the president of the Hobart Chamber of Commerce to the president of the Launceston chamber. On its return journey the plane carried replies. The correspondence gave expression to the possibilities opened up by aerial transport. The mail matter also included greetings from the grand master of the Masonic Grand Lodge (N.W. 1iro. the Hon. C. B. Davies, LM.O.) to the deputy grand master (Rt. Bro. J. Sadler. Before returning to Hobart in the latter part of the afternoon Lieut. Long made a flight over Launceston and suburbs, and was accompanied by a representative of the *Examiner*, Sir. Gordon Rolph, who was delighted with the experience. Lieut. Long will revisit Launceston on Tuesday next, when he will be prepared to take passengers up and give them a "flip" over the city.⁵²

To commemorate the first Bass Strait crossing by air from Stanley by Lieut. A. L. Long 16th December, in 1919 was unveiled by the Premier (Hon. W. A. Neilson, M.H.A.) in 1976, The plaque on a circular plinth located in Stanley (Wharf Road, Henry Hellyer Reserve, Stanley) was donated by A.N.Z. Banking Group Ltd.



Memorial plinth Stanley, Tasmania

Daily Telegraph 24 Sept 1919

The *Riverine Herald* reported:

After having been forced to return to Stanley, which he left on Monday, on account of a heavy northwind, Lieutenant Arthur Long, the Tasmanian airman, resumed his flight this morning at 6.30am, and arrived at Port Melbourne four hours later. He is thus the first aviator to fly across Bass Strait. The distance is about 200 miles. After making two wide circles over the city, he alighted on Fishermen's Bend alongside Mr. R.G. Carey's aerodrome. It was stated this afternoon that the axle of the machine was greatly damaged

⁵² *Examiner*, Tuesday 28 October 1919, p. 5

when it landed at Torquay, and that repairs would be effected at the aerodrome before Lieutenant Long returned to Tasmania.

Centenary Monument 'First Flight over Bass Strait' Stanley to Torquay to Port Melbourne

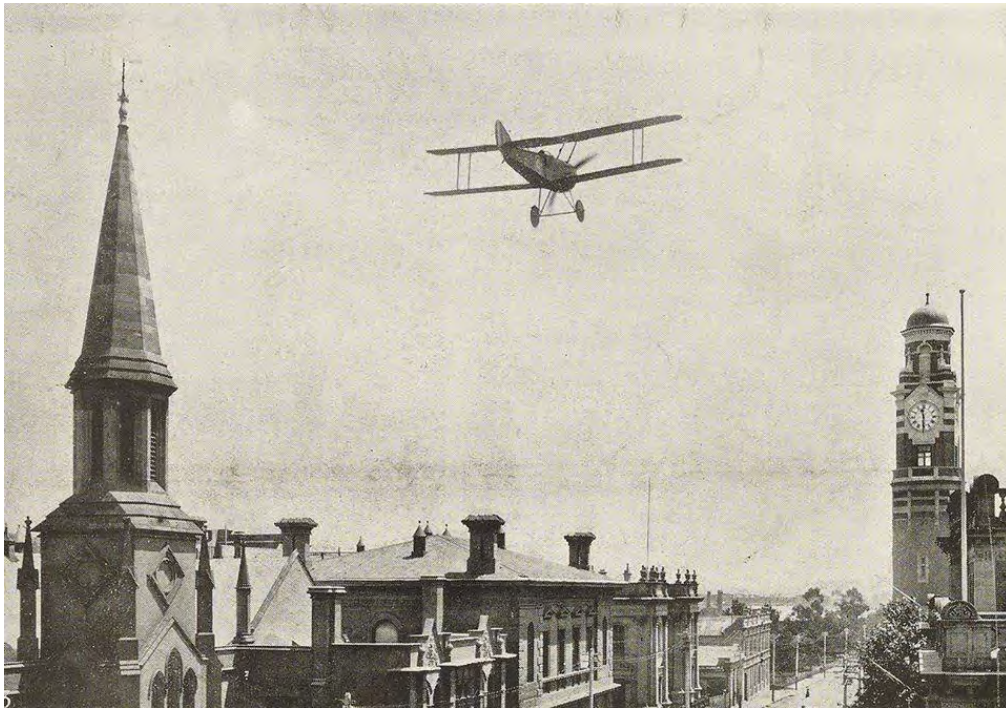
1919-2019



Source: Annabelle Williams collection Dec 2019

A similar service at Torquay Museum Without Walls is celebrated the landing in Torquay on the 100th anniversary of the First Flight across Bass Strait by Lieutenant Arthur Long on 16th December 1919. The celebration of his pioneering flight took place on Monday 16th December at the memorial on the Torquay Foreshore erected in his honour

Earlier in September Flight Captain E.D. Cummings, DFC from the Permanent Australian Flying Corps was historically the first to fly from Hobart to Launceston. The flight had been made possible to encourage investors to subscribe to Australia's Peace Loan. The plane had been procured by the loan committee with the intention of visiting each district in Tasmania.



Captain Cummings 4 September 1919 Flying over St John Street, Launceston

The *Daily Telegraph* reported: Peace Loan The 'Pup Arrives. Flight over Launceston:

Flying direct to the city, Captain Cummins encircled around the housetops a number of times, then shooting upwards, treated the delighted gazers to several aerial stunts, as the intrepid aeronauts like to call them. He threw a couple of loops, a half roll and after doing a number of 'stall' turns, flew toward the Elphin Show Grounds after having dropped a quantity Peace Loan literature. The landing at the Show grounds appeared to be a simple matter which was achieved after three circles had been completed above the ground. -- The landing place had been previously marked by a large white T, the usual signal for airmen, and visible at a great height.

Captain Cummins said that he left Bothwell at 11.30 a.m. yesterday and flew via Kempton and Mona Vale following the railway line practically all the way. The actual flying time was 55 minutes. He stopped at Mona Vale for dinner and left at 4 o'clock for Launceston. The day was a splendid one for flying, and he had- no difficulty with the engine or adverse wind-. 'At an altitude of 3000 ft on the whole journey a wonderful view was obtained - said Captain Cummings.⁵³

Frederick George Huxley: Huxley (1892?-1960) was born on King Island. He enlisted in the AIF in 1915, transferred to the Australian Flying Corps in 1917, and was awarded the Military Cross in 1918. During the 1920s he was a proponent of air services to King Island, and the first pilot to carry a passenger across Bass Strait. He was the Shell Company's aviation officer in the late 1920s-early 1930s, a founding member of the Tasmanian Aero Club, and an RAAF pilot.

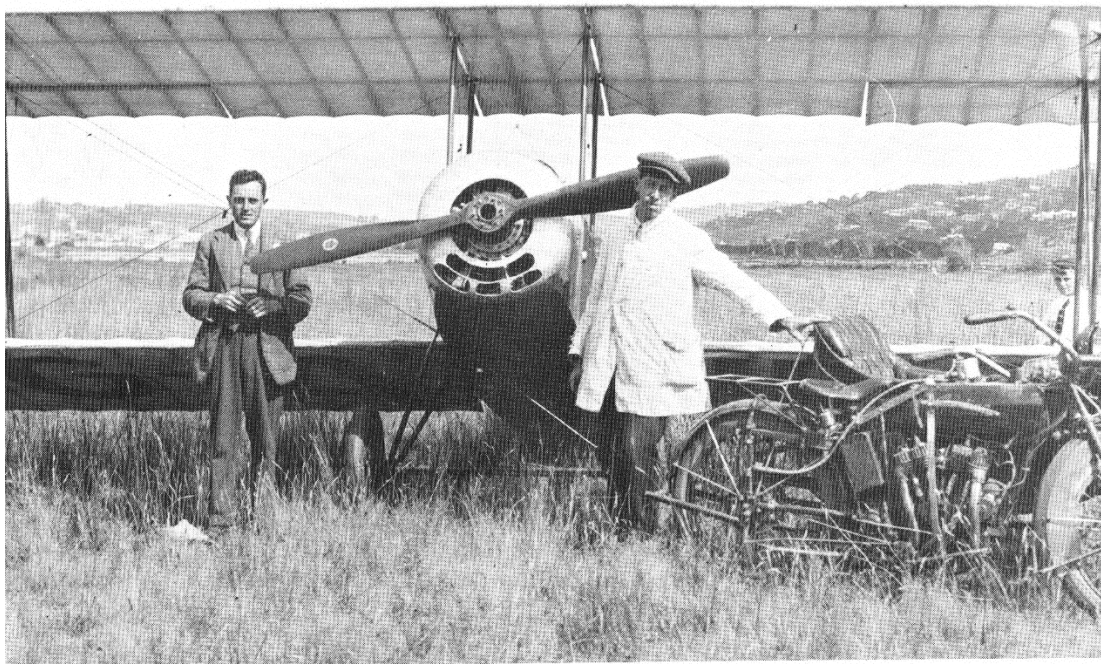
⁵³ *Daily Telegraph*, Friday 5 September 1919, p. 10



Group portrait of **Lieutenant Colonel (Lt Col) Watt** and officers of the 68th Squadron, Australian Flying Corps, at Baizieux, after the fighting at Cambrai. Left to right, back row: Lieutenant (Lt) L. F. Loder; Lt T. Grant; Captain (Capt) L. H. Holden MC; Capt R. W. Howard MC; Lt L. Benjamin; Capt W. A. Robertson; Lt A. Pratt. Front row: Lt C. C. Sands; Lt H. Taylor MC MM; Lt L. S. Truscott; Lt F. A. Power (partially obscured); Lt P. H. Lawson; Lt D. C. Allardice; Capt H. G. Forrest DFC; **Lt Col W. O. Watt OBE**; Lt L. R. Clark; Capt G. C. Wilson MC DCM. Kneeling: Lt W. A. Turner; Capt F. G. Huxley MC.⁵⁴



⁵⁴ Officers of 68th Squadron 1917 :Courtesy Australian War Memorial. ID Number: E01434



H. J. KING AND CAPTAIN F. G. HUXLEY, INVERMAY, 1922

King was a pioneer of civil aerial photography, and maintained this interest throughout his life. In 1922, he produced an 'Aerial Survey of the City of Launceston' made up of a mosaic of vertical photographs taken from the aircraft pictured, and published as a special supplement by 'The Launceston Examiner'.

A vignette of this photograph appears in one corner of the supplement which is inscribed, '1922. Aerial Survey of the City of Launceston. Photographs by H. J. King (copyright). Capt. F. G. Huxley, Aviator.' King stands in front of the propellor, and Huxley behind it. The aircraft, probably a modified Sopwith biplane and bearing British registration marks, stands on the Invermay flats, near Stephenson's Bend, with King's Indian motorcycle.

Harold Charles Gatty (1903–57), was an air navigator. He was born at Campbell Town and apprenticed as a ship's officer. He moved in 1927 to California and was instrumental in developing a ground-speed and drift indicator. This was the basis of the automatic pilot which later became standard aircraft equipment.



Harold Gatty and Wiley Post after their record-breaking flight (Online Photograph. Encyclopædia Britannica Online. 9 Nov 2006. <http://www.britannica.com/eb/art-58573>)

Described by Charles Lindbergh as the “Prince of Navigators,” Harold Gatty was one of the first professional air navigators in the United States. Wiley Post, with Harold Gatty as navigator, circled the world in 1931, shattering previous records. Their plane, the *Winnie Mae*, served as a flying laboratory for many new technologies, including the new Weems System of Navigation. They set off from Roosevelt airfield, New York, on 23 June 1931 in the *Winnie Mae*, a Lockheed Vega monoplane powered by a single Pratt and Whitney Wasp engine, and re-landed there on 1 July.

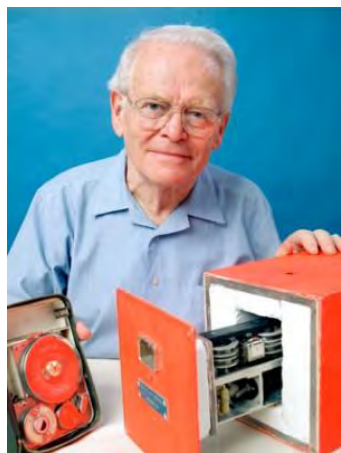
They had covered 24,900 kilometres in eight days, fifteen hours and fifty-one minutes, with actual flying time of one hundred and six hours, eight minutes. The easterly route across the North Atlantic, Siberia, the Bering Sea and Alaska called for pin-point navigational accuracy. The airmen were accorded a tumultuous ticker-tape reception in New York City.⁵⁵

Gatty became chief navigation engineer for the U.S. Army Air Corps in 1932, as it was starting to develop strategies for long-range navigation.

After returning to his native Australia, he continued to provide invaluable service by helping develop air resupply routes in the South Pacific and helping create the U.S. Navy’s navigation handbook for survivors adrift at sea on rafts. Gatty received the Distinguished Flying Cross from President Herbert Hoover at the White House for “his intrepid courage, remarkable endurance, and matchless skill materially advancing the science of aerial navigation.” This was an exceptional honor for a noncitizen. Hoover offered to push special legislation to grant U.S. citizenship to Tasmanian-born Gatty, but he refused the offer.⁵⁶

A monument commemorates Harold Gatty, aviator and navigator for Wiley Post on the first round the world flight.

David Warren: (1925-2010) was born in 1925 at a remote mission station on Groote Eylandt in the Gulf of Carpentaria, North Australia. He was the first European child to be born on Groote Eylandt. To ensure a good education, he was "sent south" at age four, to spend most of the next 12 years in boarding schools (mainly Launceston Grammar and Trinity Grammar, Sydney).



In 1934, David's father was killed in one of Australia's earliest air disasters, the loss of the *Miss Hobart* in Bass Strait. His last gift to David was a crystal set. David found he could listen to the set after lights-out in the school dormitory and became interested in electronics. He began building radios as a schoolboy hobby and enrolled for the public examination to become, he hoped, Australia's youngest "radio ham". When the sudden war-time ban on amateur radio dampened David's hopes, he turned to chemistry as a hobby and, ultimately, a life-time profession. However, his schoolboy knowledge of electronics stood him in good stead when, many years later, when he decided to design and build the world's first flight data recorder, now widely known as the "black box".⁵⁷

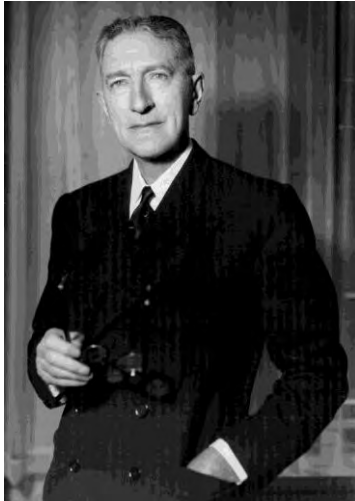
⁵⁵ <http://monumentaustalia.org.au/themes/people/aviation/display/70118-harold-gatty->

⁵⁶ <https://timeandnavigation.si.edu/navigating-air/early-air-navigators/two-men-in-a-hurry/harold-gatty>

⁵⁷ <https://www.dst.defence.gov.au/staff/dave-warren>

David was involved in the accident investigations related to the mysterious crash of the world's first jet-powered aircraft, the Comet, in 1953. He argued that a cockpit voice recorder would be a useful means of solving otherwise unexplainable aircraft accidents. The idea initially raised little interest, so David decided to design and build an experimental unit to demonstrate the concept. It could continually store up to four hours of speech, prior to any accident, as well as flight instrument readings. It took five years before the value and practicality of the idea was finally accepted. It was another five years before it became mandatory to fit cockpit recorders in Australian aircraft. The modern-day equivalent of David's device is now installed in passenger airlines around the world.

Sir Wilmont Hudson Fysh (1895 – 1974)



Wilmot Hudson Fysh was born in Launceston, Tasmania, on 7 January 1895. His parents separated when he was quite young and he chose to live with his mother until he was sent to Launceston and then Geelong Grammar Schools before becoming a wool-classer.

He enlisted in the 3rd Light Horse Regiment on 25 August 1914 and sailed for Egypt two months later. The 3rd was a reserve unit on Gallipoli from May to December 1915, but Fysh saw action at Pope's Hill and other front line positions. After withdrawal, Fysh was made Corporal in a machine gun unit commanded by Lieutenant Ross Smith who left to become an observer and then a pilot with the Australian Flying Corps in October 1916. Fysh was then promoted to Lieutenant. He followed Smith to No. 1

Squadron AFC as an observer/gunner in July 1917.

Paul McGinness joined the squadron as a pilot in March 1918 and, after taking leave together, the pair became good friends and frequent flying partners.

Fysh was awarded the Distinguished Flying Cross in late August 1918 for "gallantry in air combat and in attacking ground objectives" and trained as a pilot when the Middle Eastern war finished at the end of October, graduating as a scout pilot at Heliopolis on 28 February 1919.

Back in Australia, Fysh and McGinness were commissioned to create landing grounds across northern Australia for the 1919 England to Australia Air Race which inspired the need to create an air service. Fysh was the official government 'greeter' and auditor of the aircraft in Darwin when the crew led by Ross Smith won the race in their Vickers Vimy.

McGinness, Fergus McMaster and Fysh created Queensland and Northern Territory Aerial Services Limited, known as Q.A.N.T.A.S, in 1920. Fysh was appointed Manager in May 1923 and married Elizabeth Eleanor Dove in Sydney in December that year. They had two children, John and Wendy, before the family and Qantas headquarters moved to Brisbane in 1930. While filling the executive role, Fysh remained a regular pilot for the company until 1930.

Fysh wrote many pamphlets promoting aviation and in 1933 wrote his first full-length book, a history of the early settlers of North-West Queensland called "Taming the North". Fysh became Managing Director of Qantas Empire Airways (QEA) in 1934 and saw the airline through the challenging years of overseas expansion, the introduction of Empire flying boats and the war years between 1939 and 1945. During the war years, Fysh was a Squadron Leader in the Royal Australian Air Force Reserve, and oversaw the use of QEA equipment and expertise against the Japanese.

With government ownership of Qantas and the retirement of foundation chairman Fergus McMaster in 1947, Fysh became Managing Director and Chairman then Chairman from 1955 to his retirement in 1966. While Arthur Baird set the engineering standards for Qantas, it was Fysh who established the day-to-day operational standards on which the airline's reputation for safety and service were built.

Those high standards led to the 1934 partnership with Imperial Airways which created Qantas Empire Airways and enabled Qantas to expand beyond the region of its name to become a highly-respected international carrier.

Fysh was appointed a Knight Commander of the Most Excellent Order of the British Empire (OBE) in 1953 for his services to aviation and wrote the first part of his autobiographical trilogy "Qantas Rising", published in 1965. "Qantas at War" followed in 1968 and "Wings to the World" in 1970.

Sir Hudson Fysh died at Paddington, Sydney, on 6 April 1974.⁵⁸



Sir Ivan Holyman: (Sir) Ivan Nello Holyman and his brother Victor formed an airline in 1932 under their own name. They operated a DH83 between Launceston and Flinders Island and the company was later registered as ANA Pty Ltd.(1936). Ivan, the businessman, Victor were grandsons of a Tasmanian shipping pioneer.

Born Devonport, Tasmania, 9 July 1896. Died Honolulu, 18 January 1957. MC. Educated Launceston Grammar School. Entered firm William Holyman & Sons 1911; enlisted 1914, Captain; returned firm 1919, Launceston Manager 1921, Chairman and Managing Director, William Holyman & Sons Pty Ltd, Holyman Holdings Ltd; chairman, Holyman's Pty Ltd; Founder, Chairman and Managing Director, Australian National Airways Pty Ltd.1936-

1957.⁵⁹ Further information about the Holyman enterprise can be found in Chapter 6

Opening of Western Junction 1931

1931 was a significant year with the opening of the Western Junction aerodrome just a few miles south of Launceston was reported in February by the *Examiner*: The organisation of the aerial pageant to be held at Western Junction aerodrome on Saturday, 28 February 1931, was well under way. The Australian Aero Club (Tasmanian section) had arranged a comprehensive and attractive programme. 'There were three events open to members of any section of the Australian Aero Club. It is hoped that mainland clubs will send representatives and other machines. For these events the following trophies have been donated; -"The Examiner" and "Weekly Courier" Cup, "The Mercury" and "Illustrated Mail" Cup, and the Majestic Theatre Cup. The Aircraft Challenge. Cup and the 'President's Challenge field will be competed for by members of the Tasmanian section in two other faces. Amusement will be caused by the All Transport Race and Bombing the Tin Hare. In the former competitors must run 100 yards up to a line, take off in an aeroplane, complete a short circuit of the aerodrome, land near the starting line, and ride a bicycle to the finishing line. In the latter spectators will be treated to the fun of an aeroplane chasing a Baby Austin across the aerodrome and the pilot endeavouring to

⁵⁸ <https://aahof.com.au/Inductees/sir-wilmont-hudson-fysh/>

⁵⁹ <https://trove.nla.gov.au/people/1462161?c=people>

bomb the driver of the tin hare with small paper bombs loaded with flour. Apart from these competitions, three Wapiti Air Force machines, which are flying over to Tasmania, will give' an exhibition of formation flying and message carrying. It is expected that Major de Haviland will attend in his Puss Moth, and will treat the crowd to an exhibition of crazy flying. The aerial pageant will celebrate the official opening of the club house of the Australian Aero Club (Tasmanian section). Air Commodore C. Kingsford Smith, M.C., A.I.C., will perform the opening ceremony. Lieut.-Colonel H. C. Brinsmead, C.B.E., M.C., Controller of Civil Aviation, will officially open the aerodrome. As well as these distinguished visitors, Air Commodore Williams, C.B.E., D.S.O., Group Captain Goble, D.S.O., D.S.C., and Flying Officers Watson, Berry, Whyte, and Chadwick, of the R.A.A.F., will visit Tasmania.⁶⁰

In March the *Examiner* reported: THE AERIAL PAGEANT Tasmania's first aerial pageant is over. It brought great interest, a considerable amount of popular excitement, it's lessons and, we are deeply sorry to say, its tragedy.⁶¹

In July The Minister for Defence Mr Chifley) released the following report from, the Air Accidents Investigation Committee regarding the accident to aircraft. Vh-Unl, the property of Matthews Aviation Co., Essendon, Victoria, which occurred at Launceston, Tasmania, on 28 February at the official opening of the Western Junction aerodrome.

The *Mercury* reported: AEROPLANE ACCIDENT: Western Junction Mishap: Official Report: CANBERRA, July 8.

"During the aerial pageant at the opening of the aerodrome at Launceston, Tasmania, on the afternoon of February 28, 1931, Mr L. M. Johnson, a 'B' class pilot, was carrying out passenger flights in the Moth aircraft Vh-Unl. About 4.5 p.m., whilst approaching the aerodrome to land, the machine went into a spin and crashed. The passenger, Miss J. E. Allen, was killed, and the pilot injured. The machine was totally wrecked.

"The committee found that the aircraft and engine were airworthy on the day of the accident, and there was no evidence to show that the pilot was other, than medically fit on that day. "The accident was caused by the pilot stalling the aircraft whilst at a low altitude, the aircraft being at insufficient height to recover from the resultant spin before striking the ground."⁶²

On the official opening day probably no one expected to see quite so many people at Western Junction Aerodrome on Saturday afternoon as actually assembled. Aviation is not a sport, any more than radio is an amusement. It is an outward evidence of the advance of science in the conquest of distance. The *Examiner* on that day took the opportunity to interview Captain Frederick W. Haig, chief aviation officer of one of the great oil companies, which naturally are intimately concerned with the doings in the air. He gave a few interesting statistics, of Australian civil aviation saying that there were 600 licensed pilots and 240 registered aircraft of 56 different species. Over 3½ millions of

⁶⁰ *Examiner*, Saturday 14 February 1931, p. 10

⁶¹ *Examiner*, Monday 2 March 1931, p. 6

⁶² *Mercury*, Thursday 9 July 1931, p. 5

miles were flown during 1929-30, and 93,905 paying passengers were carried. With these figures the tragic happening of Saturday should, be linked if a right proportion of values is to be gained. It does not matter what the aggregate experience is, the individual disaster always carries its poignancy and widespread regret. There is sympathy for those who - suffer, and with those who may be otherwise involved. When all is said, however, it is the newness, comparatively speaking, of the mode of transport that accentuates accidental happenings. Even more tragic things are occurring daily under other circumstances. If, as Captain Haig states, pageants are to advertise aviation to the public, it might be urged thoughtlessly that Saturday's accident constituted a bad advertisement. It is the end of thing which holds the popular mind, and is apt to blur perspective. When, however, all the other happenings of the day are considered, and the nonchalance towards them, which even a short acquaintance can bring about, a better estimate is obtained of the infinitely small part which such occurrences have in the total of aviation experience. This detracts in no way, as we have said, from the sorrow at the tragedy, nor did it affect the circumstances which surround any particular unfortunate happening.⁶³

It had been predicted that there would be a crowd of 10,000 people at the aerodrome. The estimate exceeded that. When the first of the special trains arrived back in Launceston at a little after 6 p.m. The first train back to Launceston comprised 16 carriages, and it is estimated that some 3000 people travelled by rail.

⁶³ Examiner, Monday 2 March 1931, p. 6

Chapter 6

M. Vane's Aeroplane

In 1935 it was recorded in the Examiner Newspaper that the first plane possibly built in Tasmania was built on King Island by Charles and Max Gatenby in the mid 1930s. Like most aircraft at this time it was built in a back yard. The plane was a Tugan Gannett

It was reported: There are indications that the first "home-made" 'plane to be built in Tasmania will shortly take the air. It has been under construction at King Island for some years past, and a recent advice from the island indicates that it is in the final stages of construction. Mr Charles Gatenby, part owner of the first direct control autogyro to be imported into Australia, commenced its construction - some years ago, but when he left King Island to take a serious interest in the aviation industry construction was left in the hands of his brother Max, who made slow progress. However, while he was waiting for parts for his damaged autogyro to arrive from England, Charles returned to King Island and carried on the work, No details as to the design of the machine are available. "Home-made" 'planes are quite common on the mainland. At the Essendon aerodrome there are numerous machines which have been built in back yard workshops, and surprisingly none of them has failed in test flights.

Australian Plane for C.A.D: Definite indication that the Federal Government is taking an interest in the manufacture of aircraft in Australia is contained in the advice that the Government has ordered a Tugan "Gannett" machine from the recently formed Tugan Aircraft Company, of Sydney. The "Gannett" is a twin engined high wing monoplane built on somewhat similar lines to Sir Charles Kingsford Smith's "Codock," which incorporated the usual Fokker features of a .high wing and welded steel tube fuselage. Two Menasco 200 h.p. engines are to fitted to the "Gannett," which is expected to have a cruising speed of 150 m.p.h. The range is 700 miles with six passengers.⁶⁴

The mysterious Mr Vane

Much research has gone into the building of a plane by a Mr Vane of Hobart who had requested parts from the Halberstadt CL 11 German WW1 trophy from its storage place at Newtown in 1930. Contact with family members of the Vane family yielded up no knowledge of a plane built or what ever became of the parts taken from the Halberstadt all those years ago.

There appears to be no recollection by anyone or the Aero Club at Cambridge of a Mr Vane or a plane built at that time. It is therefore assumed that our Mr Vane never built a plane in Hobart and that what parts he had secured from the Halberstadt disappeared into the ether.

⁶⁴ *Examiner*, Wednesday 27 March 1935, p. 10

Chapter 7

Tasmanian Aero Club and Airline Services

1930s

The late 1920s and early 30s were milestone years in the aviation history of Australia's commercial entry into airline travel between Tasmania and the mainland.

In 1930 a twin engine amphibian flying boat purchased by Mathews Aviation Pty. Ltd arrived in Melbourne by the ss Ballarat. It was accompanied by a Mr Boxhall, an expert aircraft engineer from the makers Messers Saunders and Roe Ltd of Cowes, England. Captain Mathews, principal of Mathews Aviation said in an interview with local papers that he will be looking into experimental flights to investigate the possibility of establishing a regular service to Tasmania.

In April 1930 the *Benalla Standard* reported: NEW FLYING BOAT "Cutty Sark" Arrives:

It was dismantled and housed in five large packing cases, to facilitate, storage on board ship, and transported by road to Essendon for assembly at the company's workshops, after which it will undergo its flying tests both from the waters of Port Phillip Bay. The new flying boat is aptly named the "Cutty Sark." after the most famous of all clipper ships. With an all-metal hull, watertight wings and multiple engines, the "Cutty Sark" presents the last word in British design and manufacture, and as was only to be expected, has achieved the unique distinction of having gained the full British certificate of air-worthiness for both over sea and over land passenger and mail carrying operations.

Although primarily a flying boat, the "Cutty Sark" is fitted with the most up-to-date "Amphibian" gear—retractable landing chassis, operated from the cabin—by means of which the pilot may land on and take off from either land or water at will. A unique feature of the machine, hitherto unknown in Australia, is a "Heywood" self-starting apparatus, by means of which each engine may be started up by the simple process of pressing a button on the dash board in front of the pilot. The power plant consists of two Cirrus-Hermes engines, each of 115 h.p., and the machine will accommodate four passengers, mails and luggage. It is capable of a top speed of 105 m.p.h. with a cruising range of 400 miles. A land ground is in the course of preparation at Wilson's Promontory, and arrangements have been made with the Shell company for refuelling there, and ascertaining weather conditions before starting the trip. The Tasmanian landing ground at present will be at Bridport, and a site has been selected by the Government, near

Launceston and preparations are being made for making this site into a terminal aerodrome. The service will be operated on Shell products exclusively.⁶⁵

In July 1930 preparations were underway preparing the aerodrome at Western Junction for the Tasmanian Aero Club which had been established in Early in 1927 by group of Launceston citizens led by former WW1 pilot's Captains V.C. Holyman and C.W.B. Martin who met to investigate the formation of a branch of the Australian Aero Club in Launceston. The Australian Aero Club (Tasmanian Section) was incorporated on the 26th of September 1927. Mr J. E. Thyne was the first president.

Tasmania now had an Aero Club but no aerodrome or aircraft! One of the first projects was to lobby the Federal Government to establish an aerodrome near Launceston. The airport site was chosen and purchased by the Defence Department in 1928.

The site selected proved to be a good one as the old Western Junction Aerodrome still forms the southern end of the Launceston Airport. The year 1930 proved to be busy with construction of a hangar, a club house, the beginning of flying training, appointment of an engineer and assembly of the first Gypsy Moth VH-ULM.



Assembly of the first Gypsy Moth VH-ULM



The Australian Aero Club (Tasmanian Section) played a major role in the selection of the site of Western Junction Aerodrome, now Launceston Airport. The first two buildings on the aerodrome were the aero club hangar and club house, and the first aircraft to fly from the aerodrome were the two club Gypsy Moths VH-ULM and VH-ULN.⁶⁶

The *Examiner* reported: GROWTH OF AERODROME Tenders for Hangar. The Bass Strait Service It is expected that tenders will be called next week, closing on August 10, for the erection of a hangar at the aerodrome, near Western Junction, and members of the Australian Aero Club. Tasmanian section, hope to be in the air in November. It is anticipated that by that time the club house will be completed, as well as the hangar and other equipment, and that the ground will be ready for the landing and taking off of the planes. The secretary of the Tasmanian section, Mr V. Gellie, said yesterday that the plans and skeleton specifications had been in the hands of the Public Works Department at Hobart for a fortnight and they had been completed.

The members of the Australian Aero Club, Tasmanian section, are, of course, anxious for the erection of the club house and it is expected that tenders will also be called for the erection of this building when plans and specifications are available. The building will be a residential one as many applications have been received from people desiring to take a course in flying, some from far distant parts of the state. As an additional attraction it is intended to have golf links on the outskirts of the aerodrome, and probably two tennis courts near the club house. Progress Made Considerable progress has been made during the past three months, and the grass sown has greatly

⁶⁵ *Benalla Standard*, Tuesday 8 April 1930, p. 4

⁶⁶ <http://www.tasaeroclub.com.au/history.html>

improved the appearance of the ground. Four kinds have been sown, New Zealand twitch forming a large proportion, as a matted or close woven growth is required. Instructions have been received that the ground is not to be used for flying purposes until the grass has had a chance to get a firm hold, and in this respect it is considered the best policy, to make haste slowly. Altogether 85 acres have been sown with grass and the extent of the aerodrome is approximately 200 acres or about 1000 yards square. The general opinion of experts is that when completed It will be the best aerodrome in Australia, and from an aesthetic point of view the situation is charming.

The ground has been well drained with agricultural pipes, and even in the worst weather there will be no mud. The fences around the boundary have been completed and the reserve has been fenced. In the centre of the ground there will be a Concrete circle, the diameter of which will be 100 feet and width of the line defining the circle three feet. The corners will be marked with concrete right angle marks, each arm being about 15 feet in length. This work will be started immediately, and the final rolling will take place in about a month's time. Bass 'Strait Service The aerodrome will be of considerable importance for the proposed Bass Strait air service to be run by the Mathews Aviation Company. If the aero club installed a ground engineer, pilot, and boy the cost would be considerable, and an arrangement has been made with the Mathews Aviation Company under which the company will supply a ground engineer and pilot, selected by the club, and will undertake the tuition of pupils for 12 months. They will also erect their own hangar and have their own mechanics at the aerodrome ready for the Bass Strait service which. it is expected, will be started as soon as the ground is ready for use by 'planes. The Federal Government has three Moth planes in Melbourne rely for loan to the aero club as soon as the aerodrome is available.⁶⁷

Recognising the Aero Club's numerical and financial strength, the commonwealth government purchased land at Western Junction for an aerodrome, which was completed in 1930, and flying instruction began in two Gipsy Moth De Havilland aeroplanes lent by federal authorities. The comprehensive training included night flying and acrobatic manoeuvres such as loops, spins, half rolls and stall turns. In 1931, the club extended its operations to the south by leasing a private aerodrome at Brighton, and landing grounds were prepared in Latrobe and Wynyard. Flying competitions and aerial pageants stimulated public interest, as did the Glider Club's field days at Goodwood, Brighton and Old Beach.⁶⁸

January 21st 1931 was a significant date of the Western Junction Aerodrome with the arrival of the first commercial airliner from Melbourne. On March the 1st 1931, 15000 people turned out to see Tasmania's first Air Pageant. It is reported that the traffic build up created Tasmania's first ever traffic jam! The crowd were treated to a display which included RAAF Westland Wapiti, Bristol Bulldog, club and visiting Gypsy Moths, and Smithy's Avro X. The air pageants continued and this write up by the *Examiner* in 1933 was no exception to the admiration of the ever popularity of flight.

AERIAL PAGEANT THRILLS AT WESTERN JUNCTION BULLDOGS' FINE DISPLAY 4000 PEOPLE WATCH AEROBATICS. The third annual aerial pageant was held in fine weather at the Western Junction aerodrome on Saturday by the Tasmanian section of the Australian Aero Club. The attendance was 4000, compared with 5000 last year. The programme was better than that of last year, and this fact was largely due to the fine quality of the formation flying and high speed aerobatics by the R.A.A.F. Bristol Bulldogs and Wapitis present. The programme was continuous, and there was never a dull moment. T. C. Bray who was trained by the Aero Club last year, covered himself with glory when he won the Aerial Derby. C. 11. King

⁶⁷ *Examiner*, Wednesday 16 July 1930, p. 7

⁶⁸ https://www.utas.edu.au/library/companion_to_tasmanian_history/A/Air%20transport.htm

won the Tasmanian Club Trained Pilots' Handicap for the third time, and P. T. L. Taylor secured "*The Examiner*" and "*Weekly Courier*" Cup by winning the Inter-club Pilots' Handicap.⁶⁹

In 1932 a new aviation company was established and the *Examiner* reported:

TASMANIAN AVIATION COMPANY FORMED: The Fox Moth plane which will be one of Tasmanian Aerial Services initial fleet of two machines.

Services joined HANGAR TO BE BUILT. It was announced yesterday that a new aviation company had been registered and has taken over Mr L. M. Johnson's Desoutter monoplane and Messrs. Holyman Bros. Pty. Ltd.'s Fox Moth. The new company is to be called Tasmanian Aerial Services Pty. Ltd., the directors being Messrs. L. M. Johnson, I. N. Holyman, and V. C. Holyman. The company will carry on the Flinders Island air service, which was instituted earlier this year by Mr Johnson, one of the directors of the now firm Mr Johnson said that the prospects are very bright for the inauguration of aerial services, both within the state and to the Bass Strait Islands. The company will erect a new hangar at the Western Junction aerodrome to provide shelter for their own craft and servicing facilities for visiting aeroplanes. The plans of the new structure, which will probably be 100ft. by 60ft., have already been prepared. The consent of the Civil Aviation Department will have to be obtained before the erection can be forwarded. Tasmanian Aerial Services will employ a staff of ground engineers and others necessary for the proper maintenance of a fleet of aircraft. The Desoutter monoplane and the Fox Moth biplane are considered to be sufficient to cater for present needs.⁷⁰

By January 1933 the *Telegraph* in Brisbane reported that The Mathews Aviation Company announced that it intended to begin a weekly air service between Melbourne and Hobart. The service will be tried for three months and will be subsidised by the Commonwealth Government. The machine will leave Hobart on Mondays and return on Thursdays, remaining in Hobart for the weekends.⁷¹ And the *Mercury* followed up with a more positive announcement: AVIATION-Bass Strait Service-To Begin on Monday

In a statement last night Captain F. Mathews, of the Mathews Aviation Co., who reached Hobart yesterday in the Windhover flying machine from Launceston, said that it was the intention of the company to begin a weekly air service between Hobart and Melbourne on Monday next.

The service, which will be subsidised by the Commonwealth Government, is in the nature of a trial, and will be carried on for three months by the Windhover machine. At present it is the opinion of the company that it would be impossible to carry on the service without a subsidy, but it will be their aim to educate the public into air-mindedness. This would take time, and Captain Mathews considered the subsidy would be necessary for at least five years, after which the service should be entirely self-supporting.

It was the company's belief that flying boats should be used in the Bass Strait service in preference to land machines on account of safety. Flying boats were more expensive to buy and maintain, but safety must be the first thought. Imperial Airways, no said, used only flying boats in their Indian service, and on the Continent and in America they were also in sole use where water flying was concerned. In any permanent service between Tasmania and the mainland it seemed to him flying boats must eventually be used. The Windhover was being tried out, and was satisfactory in every respect. It was, however, only about half the size of the machines-it was eventually hoped to use.

⁶⁹ *Examiner*, Monday 27 February 1933, p. 5

⁷⁰ *Examiner*, Thursday 13 October 1932, p. 6

⁷¹ *Telegraph*, Wednesday 18 January 1933, p. 8

It is the intention to take off from Cornelian Bay, where the machine will be parked during its stays in Hobart, permission having been obtained from the City Council. -It will leave Hobart on Mondays and return on Thursdays remaining here over the weekends.⁷²

It was not long before there was consideration for the amphibian Windhover to call at Launceston. The *Examiner* reported:

Windhover 'Plane The amphibian Windhover, belonging to the Matthews Aviation Co., made an unexpected landing at Western Junction aerodrome yesterday. It was learned from the pilot, Mr Norman Chapman, that It was intended by the company that the amphibian should call at Launceston regularly on her trips between Melbourne and Hobart. Mr Chapman has ,been instructed to inspect the land near the King's Wharf to ascertain whether there are any suitable spots where a ramp, on which the Windhover may be brought ashore could be ,built.⁷³

In 1932, Holyman's Airways was formed, and Captain Victor Holyman. who gained a commercial pilot's licence, flew its first Fox Moth between Launceston and King Island. Then a Dragon was acquired, and the air service between Victoria and Tasmania established. He lost his life in the Miss Hobart In 1934, after being probably the first master mariner to fly air liners over the route in which he commanded ships. With the removal of the ban on American aircraft, Holyman's Airways bought two big Douglas machines, and a little over two years ago, 1937 formed Australian National Airways, which now links all the Australian capitals with the swiftest air services Australia has ever known, and the white star on the red bock ground appears on the "bows" of its air liners.

In June 1935 Holyman's Airways Pty., Ltd., announced that they intend to commence a daily service between Melbourne and Sydney, commencing about Oct. 7. Four engined D H 86 air-liners will be used, as also on a twice-daily service between Melbourne and Tasmania. The Sydney-Melbourne service will connect with the Tasmanian service.⁷⁴

Holyman Airways were expanding rapidly with services throughout Australia. The *West Australian* announced:

HOLYMAN'S AIRWAYS. Five New Pilots Appointed. MELBOURNE, Sept. 6.-Holyman Airways. Pty., Ltd., has appointed five additional pilots, making a total of 16. Captain C. H. Scott, senior pilot, has been promoted to flying superintendent. The new pilots are Messrs. F. Collopy (formerly a pilot in the Royal Australian Air Force and later instructor to the West Australian Aero Club), A. C. D. Webb (formerly of the Royal Air Force and the Royal Australian Air Force). N. L. W. Croucher (a Queensland commercial pilot), and J. Presgrave and E. Annear. Presgrave and Annear are apprentice pilots.⁷⁵

In 1939 the *Age* reported on the rise of the Holyman enterprise: BENEATH THE WHITE STAR

With the granting of a licence to carry passengers by air to Maxwell Holyman, aged 17, of Australian National Airways, and son of Mr. Cyril Holyman , engineer, of :William Holyman and sons, the fourth generation enters a business whose astonishing growth has done much for Australia. As long ago as 1852 Captain William Holyman hoisted his flag — a white star on a blood-red field— on the mast of a Maxwell Holyman. little wooden ketch In Launceston, and began to trade along the north-west coast of Tasmania. The ketch, the Colleen Bawn, was. one of 14 tons. After a few years she was followed by the company's first Iron vessel, 'another ketch,

⁷² *Mercury*, Wednesday 18 January 1933, p. 5

⁷³ *Examiner*, Saturday 18 March 1933, p. 6

⁷⁴ *Daily Commercial News and Shipping List*, Monday 17 June 1935, p. 4

⁷⁵ *West Australian*, Monday 7 September 1936, p. 14

of 35 tons. Tasmania's White Star line prospered. The little sailing ships braved 200 miles of angry strait to link Tasmania with Melbourne, and towards the end of the century the company commissioned its first steamer. The original Captain William Holyman was the son of a master mariner. His three sons— Captains Tom, William and James — maintained the family's sea tradition, and the surviving member of the three, Captain James Holyman, of Launceston, is still managing director, and makes little of his 76 years. With the spread of the family tree, there was a corresponding widening of the family's transport interests. All the male Holyman's of the third generation, with one exception, went to sea as masters or engineers.⁷⁶

⁷⁶*Age*, Saturday 1 April 1939, p. 26

Chapter 8

The Holyman's

A select bibliography inclusive of M. Hodges, *Veil of Time* (Melb, 1945), C. Turnbull, *Wings of Tomorrow* (Syd, 1945), *Aircraft* (Melbourne), Sept 1942, *Age* (Melbourne), 20 Oct 1934, *Sydney Morning Herald*, 14 May 1936, 4 Mar 1946, 31 May 1956, 21, 23 Jan 1957, *Herald* (Melbourne), 10 Sept 1955, 19 Jan 1957, *Sun* (Sydney), 21 Jan 1957, *Mercury* (Hobart), 4 Nov 1961 and Holyman family papers (University of Melbourne Archives) by Frank Strahan on the biography of Victor Clive Holyman for the Australian Dictionary of Biography Vol 14 (MUP) 1996 is noted as a minor entry in the article which give a brief but succinct history of the Holyman's and their entry into the business of aviation in Australia

Sir Ivan Nello Holyman (1896-1957), businessman and airline founder, was born on 9 July 1896 at Devonport, Tasmania, eleventh of thirteen children of [William Holyman](#), mariner, and his wife Honora, née Ballard. Educated at Launceston Church Grammar School, he intended to follow his elder brother Victor Clive (1894-1934) into a career as a ship's officer in the family shipping company, [William Holyman](#) & Sons Pty Ltd, Launceston, a business founded by their grandfather. Ivan's father, however, saw that he was placed as a clerk in the company's Launceston office in 1911.

Enlisting in the Australian Imperial Force on 18 August 1914, Holyman was posted to the 12th Battalion and was commissioned at Gallipoli in August 1915. He was sent to the Western Front in April 1916 and promoted captain (May 1917). Near Jeancourt, France, on 18 September 1918, 'the splendid fighting company under his command' took more than one hundred prisoners; he was awarded the Military Cross. Thrice wounded during his service, and mentioned in dispatches, he returned to Tasmania where his appointment terminated on 8 July 1919. That year he re-entered the administrative section of William Holyman & Sons, taking over management of the company on his father's death in 1921. At Launceston on 2 April 1924 he married Enid Colville McKinlay with Presbyterian forms.

It was Victor's vision that led the family into air transport. Born on 27 August 1894 at Devonport, he trained as a pilot in Britain and was appointed flight sub lieutenant, Royal Naval Air Service, in June 1916. He fought on the Western Front, transferred to the Royal Air Force in 1918 and ceased full-time service in February 1920. In 1932 the family bought a three-passenger de Havilland 83 Fox Moth and Victor commenced flights from Launceston to Flinders Island, under the banner Holyman Bros Pty Ltd; the aircraft was named *Miss Currie*, after the principal town on King Island. Following amalgamation with a competitor L. McK. Johnson, Tasman Aerial Services Pty Ltd was formed to fly passengers from Launceston to Melbourne. Johnson was bought out and Holymans Airways Pty Ltd was registered, with Huddart Parker Ltd and Union Steamship Co. Ltd as partners. Winning a Commonwealth government contract, the company began a mail service to the mainland on 1 October 1934.

On 26 October Victor and ten others were lost over Bass Strait in the recently acquired DH86, *Miss Hobart*. Captain Holyman, as Ivan was commonly known, became the governing force of the fledgling aircraft company. He initiated moves which led in November 1936 to the purchase of Holymans Airways by a consortium of Holyman Bros Pty Ltd, the Orient Steam Navigation Co. Ltd, Huddart Parker Ltd and the Adelaide Steamship Co. Ltd with its associate Adelaide Airways. The new company had been registered in Melbourne in May 1936 as Australian National Airways Pty Ltd. Ivan's brother Dare (1891-1964) became its freight manager.

Absorption of West Australian Airways enabled flights to Perth; the takeover of Airlines of Australia Ltd brought linkage to Cape York, Queensland; Sydney traffic had also been generated, making A.N.A. a nationwide organization. With the purchase of a Douglas DC2 in 1936, Holyman brought the first, modern, all-metal airliner to Australia, and he continued to upgrade his fleet with Douglas aircraft. He also introduced to Australia air hostesses, free flight-meals and the automatic insurance of passengers. An enthusiastic pioneer of the Air Beef Scheme, he built up A.N.A.'s air-freight business to be the largest in the British Commonwealth.

Under Holyman's direction A.N.A. prospered. During World War II the company provided much support to the government and armed services. In 1945 the Chifley Labor government, applying its policy of acquisition of key industries, moved to nationalize the airline. Holyman fought this proposal through to the Privy Council, and won. The government's reaction was to establish a rival firm, Trans Australia Airlines, which competed for passengers and freight. In 1949 A.N.A. was floated as a public company. By 1956 it was flying 13 million miles (20.9 million km), carrying more than 600,000 passengers and nearly 50,000 tons of freight.

Regarded as a firm but fair business practitioner, and as a congenial and humane man, Holyman was chairman of Tasmanian Board Mill Ltd, Kilndried Hardwoods Ltd, Herd & Co. Ltd and Australian National Hotels Pty Ltd. He served on the boards of a number of other companies, including Olympic Distributors (Tasmania) Pty Ltd, National Instrument Co. Pty Ltd, Bungana Investments Pty Ltd, McIlwraith, McEacharn Ltd, Menzies Hotel Ltd and Goliath Portland Cement Co. Ltd. He was appointed K.B.E. in 1956.

Sir Ivan was a member of the Royal Melbourne and Royal Sydney golf clubs, of the Victoria and Moonee Valley racing clubs, and of the Tasmanian Turf Club; he also belonged to the Launceston Club, and, in Melbourne, to the Australian, Athenaeum, Savage, West Brighton and Naval and Military clubs. While holidaying in Honolulu, he died in his sleep on the night of 18/19 January 1957 and was cremated; his wife, daughter and two sons survived him. On 3 October that year A.N.A. was sold to Ansett Transport Industries Ltd. In 1961 the approach to Hobart airport was named Holyman Drive.

This article was first published in hardcopy in Australian Dictionary of Biography, Volume 14 (MUP), 1996.⁷⁷

In 1932 the *Mercury* reported that the Holyman Brothers announced their intention to establish an air service between Launceston and Flinders Island and service between Launceston and King Island will be operated when the Civil Aviation Department has sanctioned the use of a landing ground there. The service is to be extended from the Straits Islands to Melbourne When conditions warrant.

An aeroplane, with accommodation for three passengers, besides the pilot, will cross Bass Strait to Western Junction Aerodrome tomorrow, and this will be the first unit of the proposed air fleet. The machine is said to be the only one of its type in Australia.

The aeroplane will leave Victoria on Saturday morning for Launceston, via Flinders Island, being due at Western Junction about 4 or 6 p.m. Captain V. C. Holyman will be in control, and he will have charge of the service. In order to stimulate air-mindedness in the public passenger flights the new machine will be conducted at Western Junction on, Sunday. Fuller particulars of the proposals are to be announced early next week.

DESCRIPTION OF PLANE.

⁷⁷ <http://adb.anu.edu.au/biography/holyman-victor-clive-10713>

The aeroplane to be used in the service at the commencement is a Fox DH S3. It is a cabin biplane with a span of 30ft. 10^{1/2} in., a length of 24ft., and It has a Gipsy III. engine (120 h.p.). Its performance makes interesting reading. With a standard 25-gallon tank it can carry a pilot, three passengers (average 12.0), and 14Slb. luggage. For joy riding (with a 15-gallon tank) It carries a pilot, four passengers (12.0), and 46lb. luggage. The cruising speed is 92 miles an hour, and the top speed 110 miles an hour. The maximum weight is 2,070lb.

The cabin is much bigger than that of the Puss Moth, and is usually free from noise. Its fittings include leather upholstery, a card table, a heater and sliding windows. Other fittings are brakes and a tail wheel, which, unlike the landing wheels, is fitted with ball bearings. It is the intention of the Australian de Havilland Co. to manufacture the Fox—it has a wooden fuselage -In Australia. The machine was tested recently at Mascot Aerodrome by Major de Havilland. It has been designed primarily for taxi-plane work, and as a feeder to main air lines. The passengers are in communication with the pilot by means of a speaking tube.⁷⁸

Twenty years later the *Advocate* wrote about the Holyman's success:

THE ROMANCE OF AN AIRLINE: Australian National Airways was the foremost pioneer of large scale commercial aviation development in the Southern Hemisphere. As its name implies, A.N.A. was a proprietary company, and therefore a purely commercial enterprise. Credit is due to A.N.A. for placing Australia in the forefront of world aviation

Because of the enterprise and foresight of A.N.A., Australia was better served with air travel facilities than any country in the world of comparable population.

In the Southern Hemisphere, the company was the first to use modern all-metal airliners, employ air hostesses, serve complimentary meals aloft, arrange automatic insurance, provide free depot to airport transportation, and carry bulk freight and transport livestock in quantity.

Much of the success of A.N.A. is attributed to its development being based on shipping transport practice and operation—all the holding companies in Australian National Airways Pty. Ltd. being prominent sea transport organisations.

A.N.A. is more or less the developmental child of Holyman Bros. Pty. Ltd. While A.N.A. commenced operations in June, 1936, Holyman Bros. Pty. Ltd. first commenced air operations in September, 1932, with a De Havilland Fox Moth (DH83) named "Miss Currie," which operated between Launceston and Flinders Island—a distance of 108 miles. Holyman Bros. Pty. Ltd. comprised the present managing director (Mr. I. N. Holyman) and his brother (the late Victor Holyman), the former managing the administrative side of the business, the latter the flying operations. The company was later joined by Captain Laurie Johnson (the present Melbourne manager), who added his machine, a De Soutter high-winged monoplane. Both aircraft worked regular schedule between Launceston-Flinders Island and Launceston-Smithton and King Island.

In 1933 the Bass Strait, service was introduced — flying between Launceston and Melbourne utilising a third machine, a De Havilland (DH84). The company was then joined by Huddart Parker Ltd. and the Union Steamship Company of New Zealand Ltd. DH86 machines were added to the fleet, followed by the first Douglas DC2 to be

⁷⁸ *Mercury*, Friday 23 September 1932, p. 5

Introduced to Australia. The first of the DC2's (Bungana) flew many thousands of hours, and is now a museum piece.

A.N.A.'s hostess service superintendent, Mrs. V. C. Holyman, was closely associated with the operations of the original Holyman Bros. Pty. Ltd., and A.N.A.'s chief engineer, Mr. J. Stubbs, was chief engineer with the original Holy-man Company. It is, therefore, of general interest that the managing director, hostess service superintendent, chief engineer and Melbourne manager rank among some of the earliest pioneers in Australian commercial aviation.

Unfortunately, Mr. Victor Holyman, who played such an important part, in the early developmental days, lost his life in the cause of commercial aviation, just prior to the formation of A.N.A.



The present. A.N.A. launched on large-scale operations early in 1936, when the Adelaide Steamship Co. Ltd. and the Orient Steam Navigation Co. Ltd. joined the organisation. At this stage, Douglas DC3 aircraft, were ordered and put into general service.

A.N.A. has every right to be proud of the part it played in World War 2, being chiefly responsible for intensive reconnaissance and patrolling of the enormous coastline of the continent in the early months of the war. The company was largely responsible for the evacuation of civilians in the Pacific Islands, almost under the noses of the Japs. The company was responsible in no small manner for the supplying of ammunition, food and general supplies to troops, the evacuation of wounded and the maintenance of courier services throughout the war from various centres extending as far apart as the bombing of Darwin to the Pacific advance to the Philippine Islands and Japan.

From the technical side of A.N.A.'s war activities many U.S. A.A.C. pilots were trained by the organisation, large numbers of U.S.A.A.C. transports were assembled and tested by the company. The servicing of engines-aircraft, aircraft components, manufacture of equipment and the making of instruments entailed many hundreds of thousands of manpower hours.

In the early stages of the evacuation operations a number of A.N.A. hostesses played a never-to-be-forgotten part, and they were all volunteers. At first A.N.A. pilots flew as civilian pilots with no military status, and were un-armed. Had they been caught by-the Japs, they could have been summarily executed. However, they were later given full military status and many received decorations.

Following the war the company introduced the popular 4-engine Douglas DC4 machines and Bristol freighters. All A.N.A. aircraft carry aboriginal names, an idea conceived by its managing director.

The company holds three Empire airline records for the carrying of passengers, freight and passenger miles flown; also a world record for the flying of more passengers per capita to that of any other country in the world.

A.N.A. possesses more high mile-age pilots than other airline organisations in that at least 65 pilots have flown more than one, two or three millions of miles.

Passenger service mileage exceeds 9500 miles, daily servicing 62 ports, and this mileage is gradually being built up with the inclusion of other routes and air-ports. The company flies over 630,000 passengers and 70,000,000 lb. of freight annually.

The company at present directly employs over 2800 personnel and many others connected with its associated companies.

A.N.A. is associated both financially and in managerial control of Air Ceylon, which operates international services from Colombo to London and Colombo to Sydney, and is similarly associated with Cathay Pacific Airways, operating a number of services in the Far East, and based on Hong Kong. The maintenance, servicing and instrument workshops of A.N.A. are acknowledged to be the largest in the Southern Hemisphere.

The following statistics cover quantities of food required to provide one year's free complimentary meals served to passengers aboard aircraft : Eggs, 45,529; meat, 194,250 lb.; milk, 156,000 points; bread rolls, 340,744; bread loaves, 124,980 lb.; poultry, 700,-200 lb.; plus, of course, huge quantities of soups-, salads, tomato juice, fruit, vegetables, ice-cream, tea, coffee, biscuits, butter and confectionery. To these figures must be added huge quantities of food requirements used in the restaurants and in the staff dining-rooms and cafeterias.⁷⁹

In the 1956 Queen's Birthday Honours List, Ivan Holyman was knighted for his services to aviation. Inevitably, though, it seemed that ANA's time was drawing near. There still remained an extremely high debt to be serviced arising from the loan to buy the DC-6s and DC-6Bs and passenger load factors were falling. Many felt that ANA was run like a large family, with Ivan Holyman, at times, rewarding loyalty over ability which, in turn, affected correct analysis and decision making. Nevertheless, his contribution to Australian aviation cannot be underestimated. The opposition that confronted him in the years immediately following WWII would have tested the entrepreneurial abilities of aviation's best.

In an article by Dean Robinson History Group Member, South Australian Aviation Museum in April 2017 wrote extensively about the Holyman's, their aviation enterprise and final takeover by Reg Ansett in 1957.

Ivan Holyman's death on 18 January 1957 created a vacuum in ANA management, as no plan of succession appeared to exist. 80 per cent of ANA's ownership was held silently by shipping companies that were not overly interested in aviation. They had been content to leave the running of the airline to Ivan Holyman, as long as profits and dividends were maintained. By July 1957, ANA was losing over A£40,000/A\$80,000 per month. Despite the efforts

⁷⁹ *Advocate*, Saturday 24 March 1951, p. 12

of Holyman's son, Ian, and his supporters to retain an interest in ANA, the strongest representations were being made by Reg Ansett in his quest to secure the failing airline. His approaches to ANA board members (the silent shipping partners) in regard to takeover negotiations were met with an almost dismissive attitude. Finally, agreement was reached and on 21 October 1957 the newly created airline, Ansett-ANA, commenced operations. ANA's fleet of six DC-6 and DC-6B aircraft, having served the airline for just under four years, were now to resume their careers under a new master.

When Reg Ansett took control of ANA he was 47 years old. He was self-driven and almost remorseless in his will to succeed. Learning to fly in 1929, he endured and overcame a number of hardships on his way to becoming managing director of Ansett Transport Industries (ATI). For four decades Reg Ansett controlled his empire through determination, acquisition, political astuteness and the Airline Equipment Act 1958, the latter continuing for the next 32 years. From February 1936 until January 1980, he had created an aura of the archetypical self-made man who, from humble beginnings, became an aviation mandarin. Then, in a familiar scene witnessed many times by Ivan Holyman and himself, joint ownership of ATI passed to Peter Abeles and Rupert Murdoch, respective owners of Thomas National Transport (TNT) and News Corporation. Sir Reginald Ansett retained the position of chairman until his death in December 1981; he was 72.

The Airline Equipment Act 1958 imposed various limitations on the nation's two domestic airlines, Ansett-ANA and TAA. Aircraft numbers, types and therefore seat numbers had to be compatible. Likewise, trunk route structures and scheduled services over those routes required parallel scheduling by both airlines. Profits were virtually guaranteed. The Airlines Agreement Act 1961 resulted in further regulations covering the simultaneous ordering of jet aircraft and their placement in service.

Following the ANA takeover, Reg Ansett began acquiring intrastate airlines, along with aviation interests in New Guinea and New Zealand. These included BAT in NSW and QAL (Queensland Airlines) in which BAT owned a majority shareholding; Guinea Airways (SA); MacRobertson Miller Airlines (WA); SPANZ (South Pacific Airlines of New Zealand); and Mandated Airlines (MAL) in PNG.

The Federal Government introduced the "Cross Charter Agreement" in 1960 to bring about "fleet equality" between TAA and Ansett-ANA. Above is DC-6B VH-INH, one of two ex-Ansett-ANA aircraft allocated to TAA. In return, Ansett-ANA received three Vickers Viscounts from TAA. The agreement remained in place until 1966

Ownership of these airlines avoided the possibility of poaching by other parties and guaranteed a very large percentage of on carriage traffic and freight.

Ansett-ANA's newly inherited fleet of DC-6/DC6B aircraft continued as the airline's "front line aircraft" until March 1959 when superseded by the arrival of the Lockheed L188 Electra. Great fanfare surrounded the introduction of the

Electra, a four engine turboprop aircraft able to carry 78 passengers (18F/60Y), cruising at 350kt/650km/h. Both domestic airlines had introduced tourist class (economy) in 1955 although it was not successful until 1957/58 when the fare differential of 30 per cent between the two classes increased the numbers of passengers travelling in tourist/economy. In time, cabin seating allocated to tourist class rose substantially. With the introduction of the Electra, the DC-6/DC-6B aircraft were relegated to secondary route structures.

In February 1960, the federal government introduced the Cross Charter Agreement to address fleet parity between the two airlines. TAA was required to exchange three of its Viscount 700s for two Ansett-ANA DC-6Bs. TAA were not pleased, believing that the overall loss of one aircraft would reduce fleet flexibility and result in passenger overflow to Ansett-ANA. At that time, the DC6B's worth was less than what was still owed on them. Accordingly, it suited Ansett-ANA for TAA to retain the aircraft until the agreement terminated in 1963 when their debt to equity ratio would have improved significantly. This arrangement left Ansett-ANA with two DC-6Bs in its fleet. Two DC-6 aircraft, VH-INV and VH-INW, originally purchased in 1953, were sold in March 1960.

The early 1960s brought further DC-6B route expansion, when Reg Ansett pressured the government to approve services to New Guinea. Previously the domain of Qantas, its company chairman Hudson Fysh expressed his displeasure when it was announced that both Ansett-ANA and TAA would be given the rights to operate between Australia and New Guinea. Both domestic airlines commenced operating Sydney-Brisbane-Port Moresby-Lae in July 1960 using DC-6B aircraft, until replaced later by Electras.

In October 1961, Reg Ansett challenged the validity of TAA's sole operating rights into and out of Darwin. Under the Australian National Airlines Act 1945, only a government airline (TAA) could operate into a commonwealth territory, i.e., the Australian Capital Territory (ACT), Northern Territory and New Guinea. Recognition of Darwin's growing importance as an administrative hub and international airport was seen as a valid reason for granting Ansett-ANA traffic rights to Darwin to compete with TAA. Ansett-ANA soon commenced scheduled services to Darwin from

As a result of rapid passenger growth at this time, both airlines sent technical delegations to visit and evaluate aircraft development in the US and Europe. Their interests centred on jet aircraft to replace their all propeller-driven fleets. Contenders included the Boeing B727 (US), BAC One Eleven and Hawker-Siddeley Trident (UK) and Sud Aviation Caravelle (FRA). In mid November 1962, the Minister for Civil Aviation announced approval for both airlines each to buy two B727s. The estimated arrival time in Australia was to be late 1964, early 1965, with each aircraft costing approximately A£2,500,000/A\$5,000,000.

Before the arrival of the B727s, both airlines had a "back to the future moment" when, in 1963, each airline bought a DC6B. This was necessitated by a sharp rise in passenger numbers that had stagnated for the previous two years. For

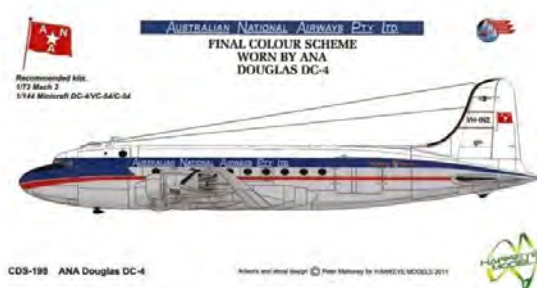
the first time in Australian domestic air travel history, over three million passengers were carried.

Ansett-ANA's DC-6B VHINA, purchased in 1963 to provide additional fleet capacity, featured in the only major domestic incident involving the type during its Australian career. On 14 April 1964, just after take off from Essendon airport to Perth via Adelaide, the No 3 engine suffered the loss of a propeller blade. Shortly after, the remaining two blades and hub detached from the engine, resulting in the engine being pulled out of its mounting. To effect a safe landing, the captain made a number of steep dives over Port Phillip Bay, which resulted in the engine falling clear of the aircraft. VH-INA, with six crew and 59 passengers, then landed safely at Essendon. This incident was a wonderful illustration of the engineering soundness Douglas built into its aircraft. Following repair, the aircraft returned to service with the airline.

Australia's domestic aviation scene changed dramatically on 16 October 1964, with the arrival of Ansett-ANA's first Boeing B727-100, VH-RME, at Essendon airport. In keeping with the Two Airlines Policy, TAA's B727 landed minutes later. Interestingly, VH-RME's captain was Arthur Lovell who had joined ANA in 1937 as a DC-2 first officer.

As both airlines introduced B727s on Australian routes and with the first Douglas DC-9s due to arrive in April 1967, the DC6B's days were numbered. The Cross Charter Agreement, finally terminated in late August 1966, left TAA one and Ansett-ANA five DC-6B aircraft to dispose of. By 1968, Australia's DC-6 fleet was gone. Sadly their fate was to follow the path flown by many before them, often winding up scrapped.

Although Ivan Holyman's selection of the DC-6 in 1953 was maligned by many as outdated, had the government of the day approved ANA's US dollar license earlier, the aircraft may have graced our skies as early as 1947/48. We will never know what outcome may have resulted. A final word comes from Arthur Lovell, a management pilot for both ANA and Ansett-ANA, with many hours on DC6/DC-6Bs. His view, supported by other pilots, was that the DC-6 was a "most beautiful aircraft to fly and operate, and probably for its time, one of the best aircraft built".⁸⁰



⁸⁰ www.saam.org.au/wp-content/uploads/2017/10/SAAM-Profiles-DC-6-DC-6B-IN-AUSTRALIAN-SERVICE-Pt-2-v4.pdf

Appendix

So who really shot the Red Baron down?



Replica: Fokker Dr1 Dreidecker, a German World War One fighter plane, was made famous by Manfred Von Richtofen, 'The Red Baron'.

This article by Neil L Smith published on <https://www.3squadron.org.au/indexpages/story.htm> website on 16 April 2018 gives us an insight in to the possible shooting down of the 'Red Baron' Baron Manfred von Richthofen, based on the eyewitness testimony of his father: James "*Lee*" Smith DFC..⁸¹

Happily for all who respect the chivalry of those magnificent men in their World War One flying machines, 21 April 2018 is the one hundredth anniversary of the day Baron Manfred von Richthofen, alias the Red Baron, made history, but unhappily with events surrounding the shooting down of his Fokker DR1 triplane on 21 April 1918, which caused the death of this 25 year old ace who had 80 kills of British allied aircraft to his credit, still being debated by many 100 years later.

The unanswered controversial question still fascinating many is: "was the Red Baron shot down by Canadian pilot, Captain Roy Brown, flying a Camel fighter pursuing the Red Baron, who was in fact chasing and shooting at another Canadian, a novice flyer Lieutenant Wilfred May, or was he brought down by ground fire from below ... and if so who fired the bullet that killed him".

⁸¹ <https://www.3squadron.org.au/indexpages/story.htm>

The scene that day may have looked much like this, with Australian soldiers on the ground firing their .303 rifles and even hand held machine guns upwards at their red target:

By the time the Baron's triplane was brought down in what was 'no-mans-land' near the Bray-Corbie Road, near Sailly-le-Sec in France, it looked like this:



The words written at bottom right in this picture: "Very like the scene as I remember it" is first-hand testimony of Lieutenant James Lee Smith, a pilot of an RE8 aircraft with 3 Squadron Australian Flying Corp who was later to be awarded a WWI Distinguished Flying Cross after being wounded and crashlanding in August 1918, after flying 108 reconnaissance missions since late 1917.

Lieutenant Smith wasn't flying on the evening the Red Baron was brought down, so he was ordered to lead a small salvage crew to bring back both the aircraft and the Red Baron's body still inside his Fokker triplane to 3 Squadron's headquarters at Poulainville.

Even though the crashed aircraft lay between the German and the allied lines, it didn't stop a few Australian soldiers sneaking out after dark to souvenir what they could of the Red Baron's possessions and parts stripped from his well known aircraft.

Lieutenant Smith later wrote the following recollections of events:

See: <https://www.3squadron.org.au/subpages/Who%20killed%20the%20Red%20Baron.pdf>

When the 3 Squadron crew returned with aircraft and body, even more souveniring of the Red Baron's possessions and parts of his aircraft continued. Lieutenant Smith's own piece of ply he souvenired on 22 April 1918 was taken from the lead section of one of the wings:

3 Squadron's senior officers then conducted an official post mortem on his body.

The 3 Squadron official report clearly established that the entry and exit points of the single bullet which killed the Baron could only have been fired from below but not from the height Captain May was positioned whilst firing his aircraft's guns at the Fokker.

3 Squadron later buried the Baron's body providing a respectful guard of honour. One of the Baron's fellow pilots from his own squadron, Jasta 11, also flew over the aerodrome to drop a wreath - a truly cavalier gesture accepted unchallenged by his enemies.

But the question still remained: which Australian soldier on the ground had fired the bullet?

Investigations followed a variety of claims. They lead to a more or less official opinion that either Sergeant Cedric Popkin or Gunner Robert Buie were in the right place at the right time, with both evidenced to be firing accurately at the same red target.

For those who must have a definitive answer, a walk through the Cemetery at Brooklyn, NSW, near the Mooney Mooney Bridge, will reveal this inscription on Buie's own grave:⁸²

A personal account recorded at an interview with James Leybourne (Lee) Smith, D.F.C. 3rd Squadron, Australian Flying Corps by Eric Watson and Bill Ruxton, Members of the Australian Society of World War One Aero Historians conducted an interview with Lee Smith prior to his death in 1973.

⁸² <https://www.3squadron.org.au/subpages/Who%20killed%20the%20Red%20Baron.pdf>

I saw them in the air a few days before his end but I was not personally involved in any close action but I, like a few other chaps from 3 Squadron, had a long range exchange of shots with him.

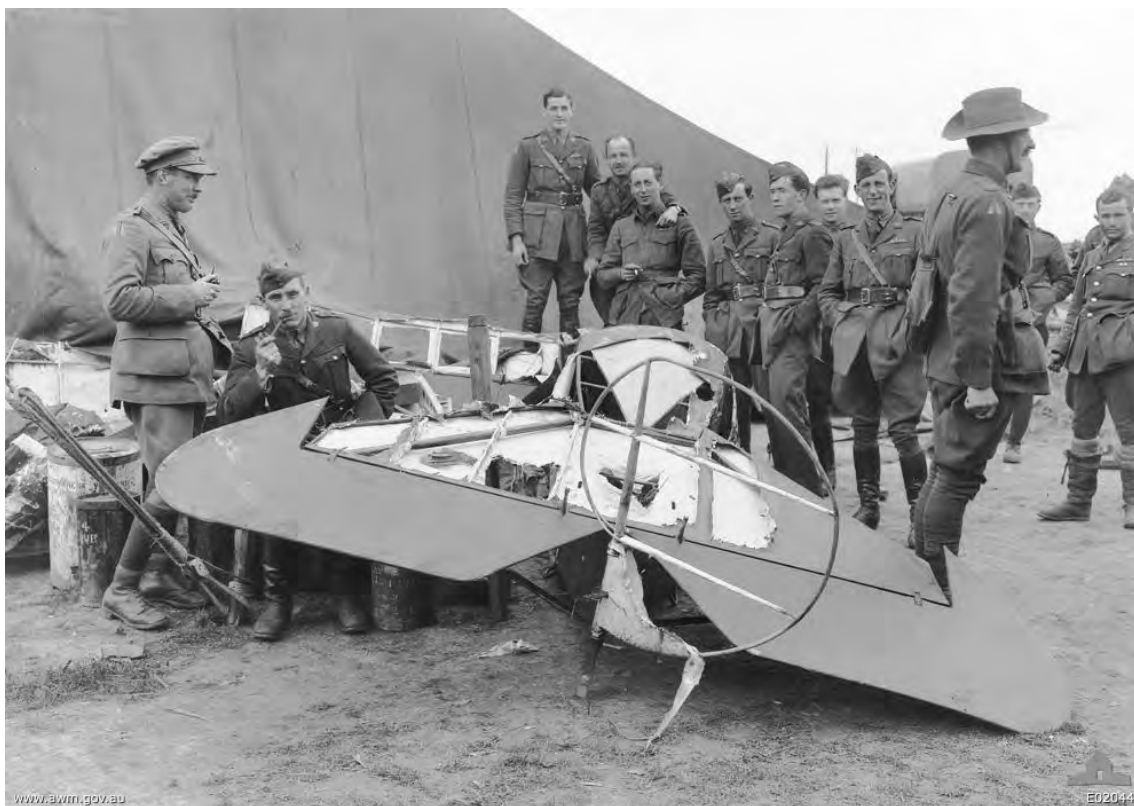
On 21 April 1918, I was ordered to take a party of men to the scene of Richthofen's fatal crash near Sailly-le-Sec. We went in a Crossley Tender and on arrival found the aircraft already badly damaged by the crowd of troops and French civilians who had been procuring souvenirs.

I have a small piece of plywood myself taken from the leading edge of one of the triplane's wings.

[Further detail of what happened, according to Lt. Lee Smith's two written statements, now held by his son Neil, is:

"My party reached Richthofen's plane in the dusk of 21st. By then the area was being shelled by the Germans. I sent one of the men, I think named Collins, crawling out with a hook attached to a steel hawser and this he fastened to the plane. He returned and we hooked it up to the Crossley Tender and dragged the kite into our keeping. We removed the body and laid it out in the tender."

3 Squadron Air Mechanic Colin C. Collins was awarded the Military Medal for his bravery under fire in this recovery.]



The shredded wreck of the Red Baron's triplane after being transported to the 3AFC aerodrome.

Identified personnel: (L to R) Lt G. W. Gray (RE8 Observer); Lt. F. J. Mant (Observer); Lt. N. Mulroney (Pilot); Lt. A. V. Barrow (Observer - accompanying pilot Lt. D. G. Garrett, Barrow was involved in the combat over Le Hamel on 21 April with the Red Baron's "Flying Circus"); Lt. T. L. Ballieu (Pilot); Lt. R. W. Kirkwood (Observer); Lt. A. E. Grigson (Pilot); Lt. M. Sheehan (Pilot). [Others to the right of the guard unidentified. AWM E02044.]

We took the aircraft and the body back to our field, and, after filling the wounds with wax, we laid him out to be photographed by the medical orderly, McCarty. As I recall, the wounds were located on one side of his back and fairly high up on his chest. There were no wounds on the lower part of the body though I think his chin and right cheek were badly bruised - probably as a result of the aeroplane hitting the ground. And although none of us were sufficiently qualified to establish the exact direction of the path of the bullet, it was in general agreed by all present that the fatal shot had been fired upward from the ground rather than in a horizontal or downward direction. The body was buried in the village cemetery at Bertangles close to our base. It was a very lavish send-off and though I did not take part in the ceremonies, I watched it all from the sidelines. I think amnesty was allowed to a German aircraft to fly over and drop a wreath soon after.

I also remember the occasion on which Lt. Armstrong brought back a Halberstadt two-seater to our field at Flesselles. We were naturally surprised to see the German machine coming in to land till we noticed that one of our own aircraft was shepherding him down.



AUSTRALIAN WAR MEMORIAL

P00394.01 3

1918-06, FLESSELLES. GERMAN HALBERSTADT CL II AIRCRAFT, NUMBER 15342/17, THAT WAS FORCED TO LAND BY LIEUTENANTS ARMSTRONG AND MART OF NO. 3 SQUADRON AUSTRALIAN FLYING CORPS. IT WAS LATER PRESENTED TO THE AUSTRALIAN GOVERNMENT AS A WAR TROPHY AND WAS GIVEN TO THE TASMANIAN GOVERNMENT.

[Later destroyed in a fire while stored outside Melbourne Exhibition Building. Photo AWM P00394.013]⁸³

A second diary of significance

It was coincidental that I was attending a Christmas lunch of a group of miniaturists which my wife Sue is a member in early December 2019 when one of the ladies Mrs Kaye Ross approached me saying that she was the second removed cousin of the man who stood watch over the Red Baron's body after he had been shot down and killed in Northern France in June 1918.

She had heard a conversation I was having about No3 Squadron and the capture of the German aeroplane the Halberstadt CL 11 with one of the husbands of a member of the group. She then said that she was in possession of a book written about his WW1 experience from a diary he had kept throughout the WW1.

In an interview *with Harold Edwards in 1990 aged 94 years by Adrian Hellwig* (Australian Society of WW1 Aero Historians) he discusses his role in No 3 Squadron during WW1 and how he assisted with the funeral of the Red Baron in 1918.⁸⁴



**Jack Alexander (Left), Jack Mathewson (Centre), and Harold Edwards (Right), 3 AFC.
[from Harold Edwards' photo collection]**

From the Army Records listing, apparently 3 Squadron AFC also had Armstrong-Whitworth aircraft on strength at various times and also, Bristol Fighters and Curtiss Jennies?

I don't remember the latter but they might have had them while forming in England. Occasionally there were Sopwith Pups and Camels around but RE8s were our usual aircraft.

⁸³ <https://www.3squadron.org.au/subpages/jls.htm>

⁸⁴ <https://www.3squadron.org.au/subpages/edwardsstory.htm>

I believe the squadron also had on its strength a captured Albatros and a Halberstadt.

Yes, I remember that. In fact, I have a bit of the Albatros propeller. When they broke it, part of it was put into the handle of a walking stick that one of my friends made for me. The rest of the stick was made from a broken RE8 propeller from one of our own aeroplanes (*the rest of this broken propeller went into the making of Richthofen's original grave cross I found out from Harold later – author*). I gave it to my Dad when I came back to Australia and he broke it over the back of a troublesome dog. It was repaired and I have it now.

Did the pilots fly the Albatros much?

Not a great deal. I think they just wanted it kept intact as a trophy. I don't remember it going up much at all.

What about the Halberstadt, the two-seater?

I don't know. I wasn't very interested in the machines apart from attending to the instruments and when one of the pilots would take me on a joy flight.



**Captured German Halberstadt after RAF markings had been applied.
Photos from WW1's 2A/C Harold Edwards' collection.**

Did you go up very often?

I suppose I could have but no, not very often. One interesting time was when I went up to see a horse race. Actually, a mule race, I think it was, well back behind the lines. It was a lot of fun seeing the mules trying to run and inexperienced jockeys trying to guide them.

When you Joined 3 Squadron AFC in 1917 how long had they been at the front?

Only about three months. They hadn't been very long over in France at all. They left just before I arrived in England. The third squadron was one of Australia's own. We only had the three there at that stage - 1, 2 and 3 - and the 3rd was the first to go across. [8]

Was there much liaison between the Australian squadrons?

Not that I was aware of. They didn't seem to have very much association but of course I was only one of the lower strata, because I was not even an airman. If I'd been an airman I might have known more about that.

What was your official rank?

I was an Air Mechanic 2nd Class. We ranked more or less as the rank of a Corporal to start with. We got eight shillings a day [9] whereas the infantry got six. Of course each one of us was a technician of some trade or profession in any case. We had to be to be in the Flying Corps.

Were there mainly Australians in the squadron?

No. We had a lot of lads from England and Scotland. There was one I remember - 'Scotty' Melville. He and I were detailed to guard the body of Richthofen when it was brought in because he was claimed to have been the Germans' chief airman; that is, the most successful, and it had to be verified by the British and French authorities. It was him. Scotty, and I had to look after the body. The plane had also been brought in and it had been our 3 Squadron that had been detailed to do so. [10]

Is 'Scotty' Melville still alive?

No, - I don't think so. I remember at the time him saying that he wished he'd known when they found the 2,000 French francs in Richthofen's inner pocket. He said that if he'd known he would have helped himself. I told him what I thought of him. He went and got all fired up and wanted to fight me. I was on duty at the time watching the body and I said 'Look, if you feel the same way at 1600 meet me here'. He was there. So I had to peel off my jacket and hop into him. Fortunately my arms were about two inches longer than his and I got him on the nose. When he saw his own blood he didn't like it and took off.

I suppose you were fairly well aware at this stage of Richthofen's history and reputation and that there was a lot of excitement around.

Yes, it was all very exciting and we were the centre of attention with lots of bigwigs popping in. Actually I didn't hold him in such high esteem as many did. I understood that he would get up early before light and get an umbrella of other chaps all around him, eight or ten chaps (the Circus they called it) and then if they saw something they just all hopped down and when the poor sod they'd caught didn't have a chance, Richthofen had the pleasure of shooting him down. I didn't look on that as being the wonderful dog-fighter he was credited as being.

I suppose their basic idea was to let the best shot have a go uninterrupted. So they protected him, unlike the British who tended to let their 'Aces' mix it more.

Yes. Anyway, in the case of where he met his death, he was following a man and the fact that he was levelled off and had gone 100 yards on the level indicated to us that it wasn't the airman that shot him down. Otherwise he couldn't have gone level so long. But he went a fair distance on the level and was right down, then passed our gunners. Since I made my views known all sorts of people have written to me. Even late this year, a chap wrote (actually his daughter wrote for him) saying he had been with the man who actually shot him down. Once you get into the public eye you get things from everywhere.

Is it correct that you made the plaque for Richthofen's cross and coffin?

Yes, there was a roundish one attached to the cross - the wording is pretty well known but it's not so well known that I did it in English *and* German. The plate that we placed on the coffin lid had the same wording and was also in two languages and about the size of an A4 piece of paper.



The nameplate engraved by Harold, mounted on the Red Baron's cross in Bertangles Cemetery.

The cross was fashioned from an RE8 propeller by 3SQN mechanics.

Getting back to your squadron service, I have here a picture of in RE8 instrument panel. What can you tell me of it?



[Colour photo from "The Vintage Aviator" [RE8 Construction Illustrations](http://www.thevintageaviator.com).]

Let's see ... Ah yes, it's got the altimeter there, the oil pressure gauge, the rev. counter, the inclinometer, compass, air speed indicator and the clock. Clocks were not considered an integral part of any particular machine, but were issued to the pilots of the squadron by the squadron quartermaster, who guarded them zealously. In appearance they were more like fob watches than the large dial clocks we are accustomed to seeing on aircraft instrument panels these days. I still have one of them and, being a watchmaker by trade, I've kept it going. It goes for eight days without winding. It did not come with luminous hands or numbers and I painted them on myself.

BIOGRAPHICAL SKETCH OF HAROLD RAYMOND GEORGE EDWARDS

- Born on 11 May 1896 in Bendigo Victoria the fifth of seven children.
- Enlisted after his eldest brother was killed at Gallipoli
- Harold sailed for war on his 21ST birthday (11 May 1917) his father wouldn't let him go earlier. Joined 3 Sqn Australian Flying Corps and served with them till war's end as the one and only instrument fitter for the Squadron.
- On the 21ST and 22ND April 1918 he stood guard over the Red Baron's (Calvary Captain Manfred Von Richthofen) body. He had a fight with the other guard to stop him robbing the

Baron's body of the 2,000 French francs that was sewn in his coat as escape money. As he was a watchmaker by trade he was asked to do the engraving of the plaques for the Red Baron's cross and coffin. He wrote:

*Calvary Captain Manfred, Baron Von Richthofen
Aged 25 Killed in Action (Aerial Combat)
Near Sailly-le-Sec Somme, France 21/11/1918
(This was repeated in German)*

- Harold wrote in his diary that while he was engraving this he was fervently wishing it was for the Kaiser.
- 2ND Air Mechanic Harold Edwards AFC was discharged on 16 July 1919.
- On returning to civilian life he became an optometrist as his father's watch-making business failed during the depression. He rose to become president of the State Association (Vic) for a record three terms.
- In the early twenties he became a foundation member of Legacy Ballarat and was the last survivor of those founding members.
- He was also "in King Solomon's Chair" of "Corona" Freemason's Lodge, Victoria's first temperance Lodge. (Harold was a strict Methodist.)
- As optometry was a protected occupation he was not allowed to enlist in the regular forces in WW2 but this did not stop him joining 5 Battalion Volunteer Defence Corps (Vic.).
- After the war Harold's business thrived and he put much of his time and effort back into the community in various roles. He always maintained that the Lord, his "*trusty one*", as he called him, saw him through thick and thin and it was therefore up to Harold to do the same for those less fortunate.
- In 1963 Harold moved to Queensland where he lived till his death.
- Harold completed fifty years service as a Methodist Lay preacher and was awarded with a certificate of recognition in 1980.
- Harold was also a Lifeline volunteer and a founding member of the local *Neighbourhood Watch*.
- In the last ten years of his life Harold received much attention due to his connection to the Red Baron legend but he always felt it unwarranted. When honoured at a dinner for and by the current Army Aviation Corps, Harold said he accepted this honour not for himself but for all those who had gone before of whom he was but the last.
- Right up until the end, Harold was fit and in possession of all his faculties. He looked after himself in his own home and would walk around the block each day. His never-failing good humour, his general sharpness of mind and always welcoming hospitality amazed all who came into contact with him. A great Australian has died and will be sorely missed.
- He passed away in Brisbane, Queensland, Australia in 1998...
- 102 years old.

More on Harold Edwards' service in the Australian Flying Corps may be found in his autobiography, *The Trusty One*, Assembly Press, Queensland, 1985.

In January 2020 Kaye Ross tried to track down his diary for me. She believed it was donated to a museum but on contact with them there appeared to be no diary amongst the Edwards collection.

Site where the Red Baron came down- left of the cops of trees




Source: Kaye Ross collection

Harold (far right) with his brothers 1914



Note: Harold enlisted February 1917

A 13504 **TRALIAN**  **MILITARY FORCES.**
AUSTRALIAN IMPERIAL FORCE.

Attestation Paper of Persons Enlisted for Service Abroad.

No. 1447 Name EDWARDS
in full Christian Name Harold Raymond George
Unit 2nd Flying Corps
Joined on 7/2/1917

Questions to be put to the Person Enlisting before Attestation.

1. What is your Name? EDWARDS, Harold Raymond George
2. In the Parish of Bendigo in the County of Victoria
3. Are you a natural born British Subject or a Naturalized British Subject? (If so, state when and where you were naturalized.) Natural born British Subject
4. What is your Age? 20 years 9 months
5. What is your Trade or Calling? Waltzman's
6. Are you, or have you been, an Apprentice? If so, to whom, and for what period? Apprentice J.B. Edwards, 6 years
7. Are you married? No
8. Who is your next of kin? (Name and relationship to be stated.) Mr. James Benjamin Edwards, Bendigo, Victoria
9. What is your permanent address in Australia? (Apartment) Harkness St Bendigo
10. Do you now belong to, or have you ever served in, His Majesty's Army, the Marines, the Militia, the Militia Reserve, the Territorial Force, Royal Navy, or Colonial Forces? If so, state which, and if not now serving, state reason of discharge. No
11. Have you stated the whole, if any, of your previous service? No
12. Have you ever been rejected as candidate for His Majesty's Service? If so, on what grounds? No
13. (For married men, widowers with children, and soldiers who are in sole support of widowed mothers) Do you understand that no compensation will be paid in respect of your service beyond an amount which together with pay would not equal the wages or salary you are now receiving? No
14. Are you prepared to undergo inoculation against small pox? No

I, Harold Raymond George Edwards, do solemnly declare that the above answers made by me to the above questions are true, and I am willing and hereby voluntarily agree to serve in the Military Forces of the Commonwealth of Australia, while on beyond the limits of the Commonwealth.

And I further agree to abstain from less than twelfth of the pay payable to me from time to time during my service for the support of wife and children.

Date 7/2/1917 Harold R.G. Edwards
Signature of person enlisting.

Harold Edwards memorabilia

Tributes fly for last of the old brigade



IAL salute ... Brig Brian Cooper, of the Army Aviation Corp, salutes as Harold Edwards is laid to rest at the Cleveland Cemetery yesterday.



F MANY HATS ... WWI
Harold Edwards

By NEIL WISEMAN

THE young guns flew a final salute yesterday to the last of the old brigade.

Three Royal Australian Air Force F4 Hornets flew over the funeral of Harold Edwards, a World War I veteran who had been the last survivor of the Australian Flying Corps, formed in 1914 when men were imminent in Europe.

The RAAF and Army Aviation veterans who guarded the body of the funeral, and the latter provided a guard of honour and a firing party.

Mr Edwards was 102.

He was one of two Australian servicemen who guarded the body of the Red Baron, Manfred von Richthofen, when the German air ace was shot down in France in 1918.

Uniting Church elder Bob Gibson yesterday quoted the aviators' poem that reached a worldwide audience when Ronald Reagan used it about 10 years of a different era, the astronaut victim of the Challenger space shuttle disaster, who had

"slipped the surly bonds of earth... to touch the face of God."

It was written by a World War II Spitfire pilot who was killed at 18.

Mr Edwards knew about the death of brave young men and women. His brother Noel was killed at Gallipoli.

At home in Bendigo, Victoria, his father did not want so brave a son, and made Mr Edwards promise not to go to war until he was 21.

Mr Edwards sailed for France on his 21st birthday.

The funeral service was at Victoria Point Uniting Church on the bay-side south of Brisbane.

Despite the Lent Fast, played by Queensland Youth Orchestra trumpeter Ben Harker at the Cleveland Cemetery, and the slouch hat on the coffin, and the poppies laid by about the private man as much the military survivor.

Mr Edwards was a lay preacher in the Methodist then Uniting churches well into his 90s. He was a chorister until he was 101, a found-

ing member of legacy in Victoria and of the Australian branch of the Oldmen Bible organisation, and a former head of the optometrists' association in Victoria.

He died in hospital last weekend after a fall at his Victoria Point home.

He used a portion of his time in France - a wartime duck made from the propeller of one of the RAAF reconnaissance biplanes for which Mr Edwards was a mechanic and instrument fitter near Sally-le-Sec on the Somme.

In an interview with The Courier-Mail late last year he supported the theory that von Richthofen was shot down by Allied ground gunners rather than the Canadian pilot credited with the kill.

He said that the angle of the bullets that killed von Richthofen came upwards from the ground.

Mr Edwards, twice widowed, leaves a daughter, five grandchildren and 13 great-grandchildren. A son pre-deceased him.

WE LOSE TWO WW1 DIGGERS



Mid August saw Queensland lose two of its remaining 11 World War One veterans. Harry Angel died at 106 and Harold Edwards was 102.

Harry, who lived at Cazna Gardens, the RSL War Veterans' Home at Sunnybank, enlisted from New South Wales and was one of the first to join 1st Btn AIF. He sailed for Egypt as a 23-year-old gunner.

He missed the Gallipoli Landing because he had pneumonia. He was later repatriated to Melbourne and became a recruiting sergeant in Rockhampton, Maryborough and Bundaberg.

After the war, he settled in Brisbane and, using his AIF signalling experience, he



Harry Angel in uniform and Harold Edwards at a recent Anzac Day Parade.

established a business repairing radios and eventually televisions.

Radios were his hobby as well as his business. He was believed to be the oldest ham radio operator in the world at the age of 101.

A widower, Harry is survived by a daughter, seven grandchildren and 14 great grandchildren. Two sons predeceased him.

Harold Edwards, the last survivor of the Australian Flying Corps, was honoured by a flyover of three RAAF F18 Hornets at his funeral at Cleveland Cemetery.

Harold, who lost his brother Noel at Gallipoli, enlisted as soon as he gained permission from his distressed parents. He sailed for France on his 21st birthday.

A mechanic and instrument fitter, he was one of two Australian servicemen who guarded the body of the Red Baron, Manfred von Richtofen, after the German ace was shot down in France in 1918.

Harold always maintained that the Red Baron had been shot by Allied ground gunners and not by the Canadian Fighter who was credited with the kill.

An optometrist for most of his working life, Harold lived alone at his home overlooking the Bay at Victoria Point. He died in hospital after a fall.

Twice widowed, he leaves a daughter, five grandchildren and 13 great grandchildren. A son predeceased him.

23



A sprightly 93, Harold Edwards salutes his return trip to Turkey

Digger's dream trip to Gallipoli

BRISBANE World War I veteran Harold Edwards will be ending a seven-decade gap in his life when he visits Gallipoli next month.

It has been 72 years since he last saw his elder brother Noel, who was killed in action at Lone Pine on August 8, 1915.

"My brother and I were extra close - seeing his final resting place will be the fulfilment of a life-long dream," Mr Edwards said.

"He was an acting captain in charge of his company when he was killed by a Turkish sniper.

Mr Edwards, 93, is one of 60 former Diggers making the commemorative pilgrimage to Turkey at the government's invitation.

He is the only surviving member of 3 Squadron, Australian Flying Corps, with which he served in France in 1917 and 1918 as an instru-

ment fitter.

"I never got to Gallipoli - I wanted to join up but my father refused to sign my release papers until I was nearly 21," he said.

His strongest memory of the war years is being one of two Australians assigned to guard the body of Baron Manfred von Richtofen - Germany's infamous Red Baron - the night after he was killed.

Mr Edwards was also given the job of engraving plaques for the coffin and headstone for Richtofen's first burial.

Mr Edwards and another Queenslanders, James Mitchell, 92, of Mackay, have been included in the Gallipoli pilgrimage after withdrawals from two other veterans.

They leave Sydney on April 17 and spend four days in Turkey before the April 25 service.

Red Baron's last protector remembers airmen



MR Harold Edwards, 92, left, the oldest surviving member of 3 Sqn, Australian Flying Corps, checks the honor roll with commanding officer Wing Cdr Robert Treloar.

A BRISBANE RAAF crewman who guarded the body of German flying ace Manfred von Richthofen, the Red Baron, during World War I, commemorated fallen airmen at Anzac Square yesterday.

Mr Harold Edwards, 92, of Victoria Point, helped the Governor, Sir Walter Campbell, unveil the first plaque commemorating RAAF No. 3 squadron airmen shot down in both world wars.

Mr Edwards, a ground crewman and the oldest surviving No. 3 Squadron member, said he engraved the cross of the Red Baron, shot down in France on April 21, 1918.

He said he and another Australian soldier were guarding the Red Baron's body.

The other soldier wanted to take 2000 French francs from von Richthofen's coat, but Mr Edwards prevented this after a fight.

Mr Edwards said he was surprised by the shabby clothes worn by von Richthofen, who had shot down his 79th and 80th victims the day before his death.

"I believe the Red Baron was shot down by an unknown soldier on the ground, not by one of our airmen," he said.

Vet's death brings end of era

HAROLD EDWARDS
1896-1998

HAROLD Edwards, the World War I veteran who guarded the body of the Red Baron after the German air ace was shot down, has died, aged 102.

The Brisbane father of two, grandfather of five and great-grandfather of 13 was the last surviving member of the Australian Flying Corps.

A fly past by the RAAF is being requested to honour Mr Edwards at his funeral, to be held at the Victoria Point Uniting Church at 10am on Thursday.

Mr Edwards had a fall at his Victoria Point home and suffered internal bleeding. He died in Princess Alexandra Hospital while undergoing surgery early yesterday.

Australian Society of World War I Aero Historians spokesman, Adrian Hellwig, said Mr Edwards was among a "vanishing breed" of Australians.

"It's a great loss – the end of an era for Australia," he said.

"He was the last of the Australian Flying Corps ... there are no others."

Mr Edwards served in Belgium and France during World War I. As a 22-year-old mechanic and instrument fitter in the AFC's No 3 Squadron, Mr Edwards was assigned on April 21, 1918 to guard the body of German air ace Baron Manfred von Richthofen, better known as the Red Baron, until it was identified by British and French authorities.

He also engraved the plaques for von Richthofen's cross and coffin in German and English.

Von Richthofen was credited with shooting down 80 Allied aircraft. Ever since he was gunned down, debate has raged among historians about who fired the fatal shots.

But in Mr Edwards' mind there was no doubt that it was gunfire from the ground, rather than an aircraft, that shot down and killed the Red Baron.

"I saw the wounds. The bullets went in below the right arm and emerged at the left breast," he told *The Courier-Mail* last year.



HAROLD Edwards ... guarded Red Baron's body.

Source: Kaye Ross collection

Christopher Dawson writing for the *Independent* following Harold's death gave an excellent account of his early WW1 experience with the AFC and encounter with the Red Baron.

Tuesday 25 August 1998 00:02

THE DEATH at the age of 102 of Harold Edwards in Brisbane ends the last link with the Australian Flying Corps and the shooting down of the German air ace the Red Baron, 80 years ago.

Edwards served as a Second Class Air Mechanic in the AFC in the First World War. His role in the death of Rittmeister Freiherr Manfred von Richthofen, more popularly known as the Red Baron, was peripheral. Yet he was able to bear out the Australian contention that it was their machine gunners, around the village of Corbie, who were responsible for engaging and shooting down the distinctive red Fokker triplane on 21 April 1918.

Edwards was born in 1896 in the Victorian mining town of Bendigo, where his father owned a jewellery shop. He was educated at the Central School and completed an apprenticeship as a watchmaker. He was keen to volunteer for the First World War, but his brother had been killed at Gallipoli and his father would not let him go until he was 21. He enlisted as an Instrument Fitter and trained as part of the Seventh Reinforcement to No 3 Squadron, AFC, leaving for England on his 21st birthday. He joined his squadron in France.

While Edwards only guarded von Richthofen's body, which was taken to Poulainville about 12 miles from the crashed craft, he claimed both to have seen the corpse and to know that the post-mortem examination had established the cause of death as a single bullet which pierced the Baron's heart. This evidence of the angle of the wound supports the claims that Australian gunners rather than a Canadian serving with the Royal Air Force (created 1 April 1918) were responsible for the Baron's death.

On 21 April 1918, the Germans had first engaged several slow Australian artillery observation aircraft. Allied fighters joined the battle, which soon became a confusion of struggling planes, partially hidden from ground observers by a haze. According to

the account of the Australian War Memorial, diving out of this dogfight came a British fighter closely pursued by a red German Fokker Dr 1.

A second British fighter, piloted by the Canadian Captain Roy Brown, followed these two. He fired several bursts at the German. As they neared the ground, Brown fired a final time and pulled away. The two leading machines continued low over the Somme River, across the Front Line and over surprised Australian troops.

Allowing the British aircraft to fly out of their field of fire, the Australians fired on the Fokker with their rifles and machine guns. The German broke off the chase and attempted to climb away. At this point the ground fire appeared effective, the target faltered, began a lurching, spiralling descent and crashed into the ground.

It became clear that the dead man was Germany's most famous and successful pilot. There was a rush for souvenirs and the damaged plane was thoroughly stripped. The artful Diggers were well aware of the value of the metal parts, controls and fragments of the red fabric.

It was only at Poulainville, the base of No 3 Squadron, AFC, that Edwards came to guard the corpse. His testimony about the angle of the fatal wound supports the conclusion of the British aviation historian Norman Franks that it was Australian ground gunners rather than Captain Brown who should take the credit for this grim victory.

Furthermore, Australia's famed official First World War historian C.E.W. Bean was asked to investigate the incident the day after von Richthofen's death. He concluded that, because of the angle of the wound and in the absence of a British attacking aircraft, it was probably the fire of two machine-gun posts commanded by Gunner Robert Buie and Sergeant Cedric Popkin that claimed the life of the Red Baron. In 1935 Bean provided the official Australian account together with a special appendix in the fifth volume of the official history.

The Australian historian Chris Coulthard-Clark points out that Edwards's original diary extracts provided to two American researchers in the 1960s did not mention any role he had played as a guard, or the pilfering of money, boots and other items ("ratting") which took place at the AFC base. (The Australian War Memorial has the Fokker's control stick, compass, various relics and both von Richthofen's heavy sheepskin boots, which were donated separately. It has so many metal plates engraved with the Fokker's serial number that one memorial staff member commented that von Richthofen had crashed because his plane was overloaded with nameplates.)

Edwards, however, played a further part in the death of von Richthofen. As a watchmaker, he was given the task of engraving a large aluminium plate with an inscription in both German and English to be placed on the Baron's coffin. This was to accompany a cross constructed from the Fokker's propeller, to be erected over the grave after the full military funeral at Bertangles.

This apparently caused great offence among the local French population who desecrated the burial place believing von Richtofen to have been responsible for the night bombing they had endured. As Coulthard-Clark remarked, it is unlikely that Edwards's handiwork remained very long. Edwards came back to Australia with the AFC in the middle of 1919. He continued to take an interest in the von Richthofen debate all his life.

During the Second World War he served in the Volunteer Defence Corps, from 1942 to 1945. He had meanwhile become an optometrist, a reserved occupation, and was therefore ineligible to serve with the regular forces.

Harold Edwards was a man of strong religious beliefs and for 50 years was a Methodist lay preacher. He was a founding member, in 1925, of Australia's charity for war widows and orphans Legacy in Bendigo, and served three terms as president of the Australian Optometrists' Association. He moved to Queensland in 1963 and in 1991 became an honorary member of the Australian Society of World War I Aero Historians.

Harold Raymond George Edwards, airman and optometrist: born Bendigo, Victoria May 1896; twice married (both wives deceased; one daughter and one son deceased); died Brisbane, Queensland 9 August 1998.

Summary – Harold Edwards

Harold was apprenticed as a young man, to his father for 6 years during which time he learnt the watch making trade.

Harold embarked from Melbourne, VIC on board HMAT 19 Shropshire on 11 May 1917.

During WW1, Harold saw military service and was attached to the 3 Squadron of the Australian Flying Corps with which he served in France in 1917 and 1918 as an instrument fitter.

His strongest memories of the war years were being one of two Australians assigned to guard the body of Baron Manfred von Richtofen on 21st April 1918 (after being shot down in France) - Germany's infamous Red Baron - the night after he was killed.

Harold was also given the job of engraving plaques in English and German for the coffin and headstone for Richtofen's first burial. Harold always maintained that the Red Baron was shot down by Allied ground gunners and not by the Canadian Fighter who was credited with the kill.

He said that the angle of the bullets that killed Richtofen came upwards from the ground. Harold also souvenired the propeller from the Baron's plane and had a walking stick made out of it.

Once out of service, Harold busied himself in the Church and became a Lay Preacher in the Methodist Church and the Uniting Churches well into his 90's.

He was a chorister until he was 101, a founding member of Legacy in Victoria and of the Australian Branch of the Gideon Bible organisations, and a former head of the Optometrist's Association in Victoria.

Harold was honoured at his funeral at Cleveland, Brisbane, QLD by a fly over of three RAAF F18 Hornets.

The Afterword

The story of aviation in Australia has major ties to Launceston Tasmania and the personalities who nurtured and developed this international industry of transport from those early days at the turn of the 20th century. The Holyman's, Hudson Fysh, and David Warren were all products of the Launceston Church Grammar School the oldest continuous private school in Australia (c1846),

The Tasmanian Aviation Historical Society was established in 2019 and with founding members inclusive of the Launceston Church Grammar School and past students Paul A.C. Richards, John Brett who continue to promote the rich history of aviation in Tasmania.

The fate of the German Halberstadt CL11 aeroplane WW1 trophy is a sad one and has been long forgotten over these past 100 years. Today there is a vibrant aero industry in Australia and we can look back with pride on those pioneers of yesteryear.

About the Authors



Paul A.C. Richards AM took an interest in aviation at an early age. As a founding member of the Tasmanian Aviation Historical Society his major contribution is in recording historical events and developing funding to support an aviation museum. Paul was educated at the Launceston Church Grammar School in Launceston, Tasmania and studied Radiotherapy and Nuclear Medicine at RMIT and Johns Hopkins University in Baltimore, Maryland, USA. He studied and practiced radiotherapy with the Peter MacCallum Cancer Institute from 1963-1967 and then held the position of Chief Nuclear Medicine Scientist at the Launceston General Hospital from 1967-1997. A senior lecturer and course coordinator at Charles Sturt University 1998-2001 saw him inaugurate an undergraduate and master's degree in Nuclear Medicine. He retired in 2002, but continued to mark externally for Sydney Universities Masters Course in Radiological Sciences. Apart from major medical research in iodine deficiency he has written several peer reviewed scientific articles, researched in the USA, Sweden and UK and written and published over twenty three books on medicine, sport and local history. He was awarded an order of Australia (AM) in 2015.

Charcoal portrait by Catherine Sheering 2019



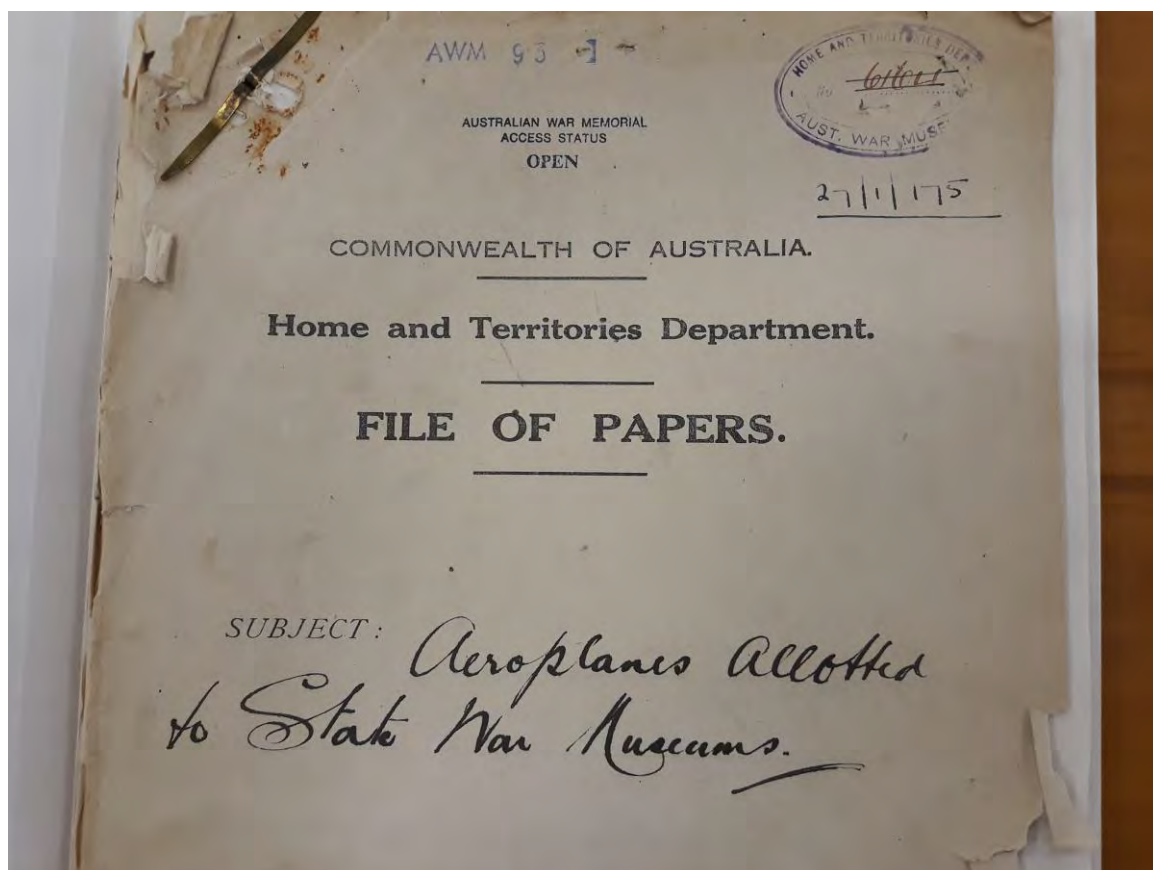
Iain Pinkard. Iain has had an interest in history from a young age. He started collecting ammunition around 14 years old and has continued to collect arms and associated items all his life. This has also included an interest in Aviation which led to being a foundation member of the Tasmanian Aviation Historical Society. Iain is also a life member of the Arms Collectors Guild of Tasmania and a member of the Historical Arms Collectors Council of Australia Ltd. Iain has spent his life in Tasmania.

APPENDIX

Attached Files

- [Military Aircraft of Australia 1909-1918 Keith Isaacs extract.pdf](#) (2.5 MB) Checksum (SHA256):
9eb1553c05e9854ee58c9a2db2a7df64ae1dc353e44574b2953fc361bfdea63e
- [AWM194 T1C - trophies to Tasmania extracts.pdf](#) (11 MB) Checksum (SHA256):
a0bd404577d0eb45266af7462fdb18fd93f80417b18d858eb5419c80bbbf4e68
- [AWM194 T1A - trophies to Tasmania - aircraft extract.pdf](#) (35 MB) Checksum (SHA256):
5b7dd403e2ac77380289b857c4cd53393c6cdfceec1f1ffd605b91626b8c9cd2
- [AWM93 27_1_175 Aeroplanes allocated to State War Museums - Tasmania.pdf](#) (32 MB) Checksum (SHA256):
198e09b3776a52c4ff9d089dd892846fd5ff3519898f7ddabb2459834d1ed7a0
- [AWM93 9_1_1 Aircraft destroyed by fire 1925 - extracts.pdf](#) (24 MB) Checksum (SHA256):
18632621c0084e10f8819cb010bb539a64cca1d983c94cbc51bd41c46e7f2857

**Correspondence received from Australian War Memorial
(AWM) 7 Jan 2020**



HOME & TERRITORIES.
XXXXXXXXXXXXXXXXXXXX

AUSTRALIAN WAR MUSEUM.

2N. 20/

122-138 King Street,

Melbourne, 21st October, 1920.

Dear Mr. Lord.

Your letter of the 9th October addressed to Mr. Gullett has been referred to me as I have now taken over the appointment of Director from him.

2. The question of the establishment of State War Museums is entirely one for the State Government. The Australian War Museum is not responsible in any way for them. It seems to me, therefore, that I can help you most by supplying you with full statement of the position regarding the distribution of trophies and other information which may assist you in putting the case for a State War Museum. Bearing in mind that the Australian War Museum has no responsibility for your State War Museum, it seems to me that this will be better than sending a statement for presentation to the Committee, enquiring into the question of a building for the Tasmanian Museum.

3. First of all let me indicate the nature of the trophies which are available. They consist of two groups. One group comprises the guns, machine guns, and trench mortars. The other consists of smaller trophies and relics in the nature of rifles, bayonets, daggers, pieces of equipment, bombs, grenades, ammunition, etc., and various articles to which some particularly interesting history attaches. The first group can be exhibited in the open or in halls without any special precautions against theft or damage being taken. The second group can, however, only be exhibited safely in show cases or in some other way which protects them against theft or damage.

4. Of these trophies a selection is to be made for the Australian War Museum, which will be the National Memorial to the Australian Naval and Military Forces. The remainder, and by far the larger quantity, is to be divided between the States upon principles which will ensure that each State gets the trophies captured by the units it has raised, and a proportional share of trophies not associated with any particular unit. The distribution of these trophies within the State has been made the responsibility of State Trophy Committees - one for each State - specially appointed for this purpose. Each State Trophy Committee consisted originally of one Senator, one member of the House of Representatives, one representative appointed by the State Government, an officer representing the A.I.F., and the Director, Australian War Museum. The Senator and M.H.R. were

Mr. C. Lord,
Tasmanian Museum and Art Gallery,
Hobart,
Tasmania.