TASMANIAN AVIATION HISTORICAL SOCIETY Incorporated

NEWSLETTER ISSUE 03 SPRING 2020

Editorial

Welcome to this the third edition of our newsletter. Since our last issue, and with the easing of the pandemic restrictions, the Society has recommenced planning for our future development.

We have embarked on planning the early stages of displaying the historic objects and documents currently being held. Initially the displays will be housed in Hangar 17 at Launceston Airport that would enable interested persons the opportunity to visit and view these presentations. Further-more we hope to open Hangar 17 for public viewing on one Sunday per month to further allow the public access to our history collection as well as taking the opportunity to view "Miss Flinders" whilst she is in storage.

Research has commenced for the production, to coincide with "Miss Flinders" restoration, of a book on the history of this aircraft, her ownerships, flights and the Desoutter company.

In 2021 a travelling exhibition "Heritage of the Air" may well visit Launceston. The project is based at the University of Canberra and will travel around Australia focusing on the social history of aviation and has invited our society to be involved in their display.

This issue also commences a series on Tasmanian born flying "aces" of World War 1 commencing with Frank Allberry and continuing over the next five newsletters recounting the lives and deeds of Tasmania's six World War 1 "aces."

Further details will be posted on our web site and facebook pages and remember if you have any information of historical value please contact the society or myself.

Wayne Dearing

Newsletter Editor

This Issue Includes

- Historical archives of early Tasmanian aviators – The World War 1 Aces No 1 Frank Alberry.
- Tasmanian aviation giants – Hudson Fysh the Co-Founder of QANTAS – Part 2
- Hobart Airport - a brief history
- Photos from the Past
- "Miss Flinders" the continuing story
- Mysteries of Aviation
- Aviation humour.
- Do you remember?

Historical Archives of Early Tasmanian Aviators

Tasmanian Born Air Aces of World War 1

Lieutenant Frank Alberry, DSM
Number 2 Squadron, AFC
7 Victories

Lieutenant Allen Runcieman Brown, DFC
1 Squadron AFC
6 Victories

Captain Raymond James Brownell, MC, MM
45 Squadron, RFC
12 Victories

Captain Eric Douglas Cummings, DFC
2 Squadron AFC
9 Victories

Lieutenant William Hudson Fysh, DFC
1 Squadron AFC
5 Victories

Captain Arthur John Palliser, AFC
4 Squadron AFC
7 Victories

World War 1 saw incredible advancement in military weapons, tactics and machinery, not the least being the almost breakneck speed of military aviation development. Before the commencement of the conflict, few, if any, believed that aircraft had any military value other than a role in reconnaissance, which was their role when hostilities commenced.

As planes were important military equipment, destroying them became an important military objective. Brief experimentation of dropping bombs or firing at other aircraft with revolvers were not taken seriously by senior officers. Obviously a more efficient method of dealing with enemy aircraft was to shoot them down using a forward pointing machine gun. The problem with this approach was the propeller – it was in the way.

Various devices were tried, such as using deflector plates attached to the propeller blades. Then Dutch designer, Anthony Fokker developed an effective synchronisation system that allowed a machine gun to fire through the propeller blades without hitting them. Now with "fighter" aircraft, the Pilots developed the skills in shooting down their opponents in aerial combat.

"Thus the term "aces" was born."

Calling pilots and gunners "aces" for five confirmed victories was first used by the French, while the Germans required ten confirmed kills. Initially the British (and Australian) disapproved of recognising aces. But when the system captured the public's imagination, in 1917 it was generally agreed that the standard would apply to pilots and gunners who had five confirmed "Victories" or "kills".

And so we turn to the six Tasmanian born aviators who became "aces" during the Great War, five pilots and one air gunner.

The lives and deeds of the five pilots and one air gunner will be recounted in future editions of our Newsletter, and we commence our narrative with Frank Alberry.

Frank Alberry – "The One – Legged Ace"	
Born:	**29 September 1892, Hobart, Tasmania**
Joined:	**24 August 1914, Broadmeadows, Victoria**
Died:	**23 January 1969, Concord, Sydney, NSW**
Serial Number:	**867, 8th Battalion, AIF**

Alberry was born in Hobart and grew up in Port Arthur. As a young man he worked his way from Burnie, to Melbourne, to Bendigo, to England and then Edinburgh. When he ran out of work, he returned to England to search for work and then joined the Welsh Regiment of the English Regular Army. In 1911 while on leave, he deserted when he got the opportunity to return to Australia on a ship. He reconciled his desertion by telling himself that if war broke out, he would return.

Three years later, when war was declared, he turned up at an Australian recruitment station and was given the option of returning to his English unit or joining the Australian Army; he chose the latter. He enlisted in the 1st A.I.F. on 24th August 1914, aged 21 at Broadmeadows in Melbourne.

He served in the 8th Battalion, composed of the 1st Division, as commander of the machine-gun section, distinguishing himself in the battles of Gallipoli in 1915, and on the Western Front in 1916. On the 25 July 1916 whilst serving with the 8th Batallion at the battle of Pozières on the Somme, Sergeant Alberry was wounded after a bullet shattered his kneecap and his right leg was eventually amputated above the knee. Following this action, he was awarded the Distinguished Service Medal. (D.S.M.)

After a period of convalescence, he applied for pilot training, only to be told they did not have an authority to accept him with only one leg. He sent a personal request to King George V, who, after hearing Alberry's story, gave him a letter addressed to the Air Board requesting he be accepted for training in the Air Force.

After completeing his training with the Royal Flying Corps (R.F.C.) in June 1918, he was posted to No 2 Squadron Australian Flying Corps (A.F.C.) in France, flying the Royal Aircraft Factory SE5a biplane.

Always keen to be where the action was, he followed the front-line into Europe and on the 16th September was involved in a dog fight where he shot down a Fokker over France. Alberry's combat report reads:

> *"As the patrol dived on the formation of enemy aircraft encountered 1 mile NW of Lille, I singled out one and dived on it firing about 50 rounds at close range. The enemy aircraft did a side-slip, left hand turn, and flames and smoke were coming from the cockpit."*

Two more victories were achieved on the 17th September with a further successful encounter on the 18th October. This was followed up on the 28th October with two more victories, elevating him to "ace" status, with his final conquest occurring on the 4th November 1918, (a week before the end of the war).

After the war he returned to Australia and settled in East Gippsland, where he worked as a timber feller and machinist.

Frank Alberry's Victories					
Date	**Time**	**Unit**	**Aircraft**	**Opponent**	**Location**
16 Sep 1918	0730	2 (AFC)	S.E.5a (D6995)	Fokker D.VII (DES)	NW of Lille
17 Sep 1918	1020	2 (AFC)	S.E.5a (D6995)	Fokker DR.I (OOC)	Lille
17 Sep 1918	1020	2 (AFC)	S.E.5a (D6995)	Fokker DR.I (OOC)	Lille
18 Oct 1918	1230	2 (AFC)	S.E.5a (D6995)	Fokker D.VII (OOC)	N of Tournai
28 Oct 1918	1120	2 (AFC)	S.E.5a (D6995)	Fokker D.VII (OOC)	Bandour
28 Oct 1918	1120	2 (AFC)	S.E.5a (D6995)	Fokker D.VII (DES)	Bandour
04 Nov 1918	1310	2 (AFC)	S.E.5a (D6995)	Fokker D.VII (OOC)	Houtaing

During World War 2 Frank Alberry again returned to service, this time as a recruiter. Rejoining the R.A.A.F. in September 1939 he served until his retirement on 30 June 1942 and was placed on the R.A.A.F. reserve list.

Frank Alberry passed away in 1969 at the age of 77 years.

This S.E.5a is the type flown by Frank Alberry while serving with No 2 Squadron during the Autumn of 1918. This aircraft displays the squadron's later markings depicting a vertical strip behind the cockpit.

Tasmanian Aviation Giants – Sir William Hudson Fysh
The Co-Founder of "QANTAS"

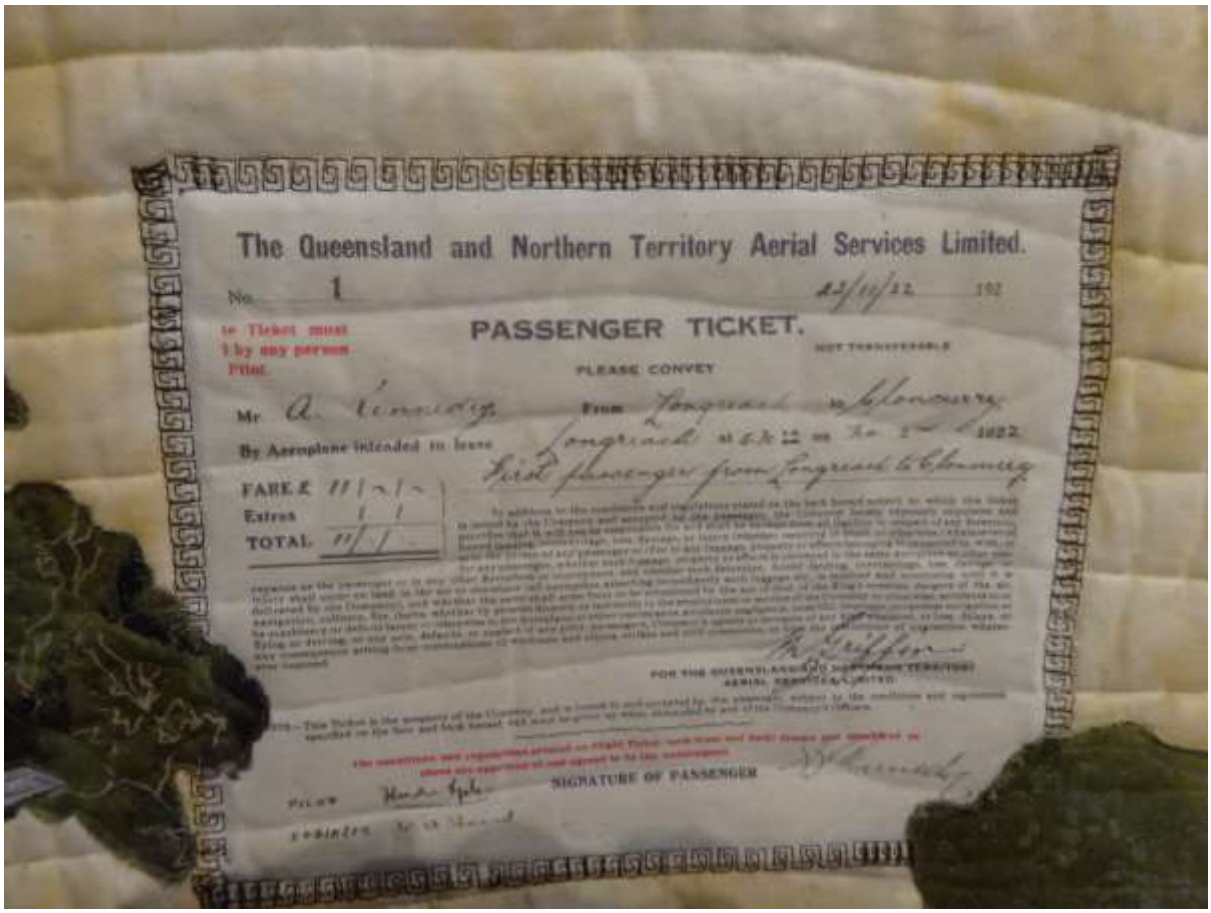
Part 2

After registering the company in 16 November 1920, its first aircraft was an AVRO 504K, purchased for £1,425 pounds. Powered by a 100 h.p. Sunbeam Dyak engine, it had a cruising speed of 65mph. It was modified to carry up to two passengers as well as the pilot.

This high-quality replica was one of two built by Qantas engineers and apprentices from the original plans and is the central exhibit in Qantas Founders Museum. After higher capacity aircraft were received, the original Qantas Avro 504K was sold in 1926.

Paul McGuiness left Qantas in 1922 for other interests. He served in the R.A.A.F. during World War II and died in Perth in 1952, aged 56.

The airline's first scheduled service was flown on 02 November 1922. The flight was from Longreach, where QANTAS had now installed their head office, to Cloncurry. Piloted by Hudson Fysh it carried one passenger, Alexander Kennedy, an 84-year-old outback pioneer, who was issued with ticket, appropriately, numbered No 1.



Ticket Number 1 Issued to Alexander Kennedy

Hudson Fysh was appointed Managing Director in February 1923, (while still being a regular route pilot).

QANTAS was a multi-faceted airline in the early days. It operated the Australian government subsidised air mail service in western Queensland. Between 1926 and 1928 QANTAS built seven de Havilland DH50's and a single DH9 under licence in their Longreach hangar. In 1928, a QANTAS chartered aircraft made the inaugural flight for the Royal Flying Doctor Service of Australia departing from Cloncurry.

In 1934 QANTAS Ltd and Britain's Imperial Airways (a forerunner of British Airways) formed a new company, Qantas Empire Airways Ltd (QEA). Each partner held a 49% interest with 2% being held in the hands of an independent arbitrator. Commencing operations in December 1934, and using obsolescent DH50 and de Havilland DH61, the airline conducted flights from Brisbane to Darwin.The service was extended from Darwin to Singapore using newer de Havilland DH.86s. Imperial Airways operated the rest of the service through to London.

In July 1938 this operation was replaced by a thrice weekly flying boat service using Shorts S.23 Empire flying boats. The Sydney to Southampton service took nine days, with passengers staying in hotels overnight.

Shorts S23 Empire Flying Boat

For the single year of peace that the service operated it was profitable, and 94% of flights were on time.

When Italy entered the war in 1940, the route to London became the Horseshoe Route operating between Sydney and Durban in South Africa, with the Durban to UK leg being conducted by sea. This air service maintained vital communications between Australia and England and operated until the fall of Singapore in February 1942.

Enemy action and accidents destroyed half the fleet of ten aircraft after they were taken over by the Australian Government.

Between 1942 and 1943, QANTAS lost eight aircraft during its involvement in Australia's war against the Japanese. Over sixty passengers and crew perished yet QANTAS's contribution and the courage of its people is often forgotten. Jim Eames has produced an excellent narrative entitled "COURAGE IN THE SKYS" that details the challenges that faced the airline and its people.

Flying boat services were resumed with American built Consolidated PBY Catalinas in July 1943, with flights between Swan River, Perth and Koggala lake in Ceylon (now Sri Lanka). This linked up with the British Overseas Airways Corporation (BOAC, the successor airline to Imperial Airways) service to London, maintaining the vital communications link with England. The 5,652 km non-stop sector was the longest flown up to that time by any airline, with an average flying time of 28 hours. Passengers received a certificate of membership to *The Rare and Secret Order of the Double Sunrise* as the sun rose twice during the flight.

In 1944 the Catalinas were augmented by conventional Consolidated B-24 Liberators, flying from Ratmalana Ceylon (now Sri Lanka) via RAF Minneriya in Ceylon for refuelling and then across the ocean to Learmonth in Western Australia.

Later, Avro Lancastrians were flown on the route. They flew from Sydney to Gawler, stopping in Adelaide for refuelling, and on to Learmonth for the overnight stage. On the next leg of the trip, they flew to Ratmalana, where the aircraft refuelled, then on to Karachi, where BOAC crews took over for the final segment of the journey to the UK.

The service was renamed the *Kangaroo Service* and the passenger award became *The Order of the Longest Hop*. It was on this route that the Kangaroo logo was first used. After the war, the return trip could also go from Colombo to the Cocos Islands, then to Perth and on to Sydney. These flights continued until 5 April 1946.

Next issue – The post war era

Tasmanian Airports – A Brief History

Hobart International Airport

Delfosse Badgery created Hobart's first flight and airport on 12 September 1914 with a landing and take-off at Elwick Racecourse. As aviation grew a more permanent landing area was established at Brighton on the site of the old racecourse.

As regular passenger flights were established between Essendon, Western Junction and Brighton in 1931 by ANA (the airline operated by Charles Kingsford Smith and Charles Ulm), the need for a permanent Government operated aerodrome in the south was apparent. Land at Cambridge was purchased in mid-1934 and the aerodrome was used for commercial air services, including passenger aircraft, from October 1935.

As air travel became more frequent, and the number of flights increased, it was clear that Cambridge airport was only suitable for smaller aircraft. In June 1948, Prime Minister Ben Chifley announced the construction of a new £760,000 airport at Llanherne.

With Australia's continual interest in Antarctica, it was believed the southern-most airport of Australia would serve as an ideal base for heavy aircraft serving the region.

Hobart Airport was commissioned in 1956 as the primary regular public transport airport. It was initially named Llanherne Airport, after the property on which it was built, but the name has since fallen into disuse. In its first full year of operation, the airport processed 120,086 passengers and 11,724 tonnes of freight, ranking fifth in Australia.

By 1957, the airport's infrastructure comprised a small terminal building which remains at the south-eastern end of the current terminal, two freight hangars, a fuel depot, a timber weather station, and the airport administration office and works compound.

In 1964, the Federal Government upgraded and lengthened the runway to cater for jet aircraft. The runway was extended again in 1985 to cater for large aircraft such as the Boeing 747 and Antonov 124 (albeit to a limited operating range). The current domestic terminal building was officially opened in April 1976 and the international terminal building in 1986. The Federal Government corporatized the airport in January 1988 with the creation of the Federal Airports Corporation.

On 11 June 1998, Hobart airport was privatised, with a 99-year lease purchased by Hobart International Airport Pty Ltd, a Tasmanian Government-owned company operated by the Hobart Ports Corporation.

In 2004, the domestic terminal was redeveloped for the first time in its 30-year history. This development involved modernising the terminal, moving the retail shops to within the security screening area, realignment of the car park and moving the car rental facilities to a new building in the car park.

In 2005, Hobart Airport experienced record annual passenger numbers and it was decided to bring forward plans to upgrade the seating capacity of the airport. This work expanded

the domestic terminal building over the tarmac by three metres to provide more departure lounge space.

In December 2007, the Tasmanian Government sold the Tasmanian Ports Corporation-owned subsidiary for $350 million to the Tasmanian Gateway Consortium, a private consortium made up of Macquarie Capital (one of Macquarie Group's infrastructure funds) and Tasmania's public sector superannuation fund, Tasplan. The sale was in line with other state capital airport sell-offs, and Hobart airport was the last capital city airport remaining under government control. In October 2019, Macquarie Capital sold its stake to Queensland Investment Corporation and Schiphol Group.

Hobart Airport has two passenger terminals. In 2007 the two terminals were connected in a $15 million development to meet new Commonwealth legislation. The airport currently maintains a combined international, domestic and general aviation apron. Provisions have been made to create a dedicated general aviation apron to the south of the one currently in use.

Early days at Hobart Airport

Early morning Hobart Airport

Hobart Airport has one runway, 12/30, which is aligned north–west to south–east and is 2,727 by 45 m (8,947 by 148 ft). The runway was extended in 2017 by 500 metres comprising a 350-metre extension at the southern end, a 150-metre lengthening to the northern end, and the relocation of the approach lights. The high strength flexible runway is constructed with an asphaltic concrete surface and is suitable for all Code E aircraft operations up to and including Boeing 777/747 aircraft. The current runway length is adequate for unrestricted operations on a Boeing 787-9 to China and Japan. The runway conforms to the Civil Aviation Safety Authority's standards.

In 2009, Hobart International Airport Pty Ltd announced detailed plans for the airport with a new 20-year master plan that was updated in 2015. Currently aircraft have to taxi along the runway and proceed to the parking apron via taxiways in the middle of the runway. This has both capacity and safety implications for the airport, as the runway cannot be used whilst an aircraft is taxiing. The plans provide for a parallel taxiway for the full length of the runway that would allow for greater utilisation of the existing runway. Land purchased in the southern part of the airport would allow for a second runway, either parallel with the main strip or as a short cross runway, however, the second runway is not likely to be developed soon, because the existing runway is still under-utilised.

Aerial View of Hobart Airport before the Runway Extensions

In the next newsletter, we visit the North West Coast and Wynard Airport

Photos from the Past

The ill-fated De Havilland 86 "Miss Hobart" that vanished between Launceston and Melbourne October 19, 1934.

On Friday, October 19, 1934, the alarm went out … the airliner Miss Hobart had gone missing between Launceston and Melbourne.

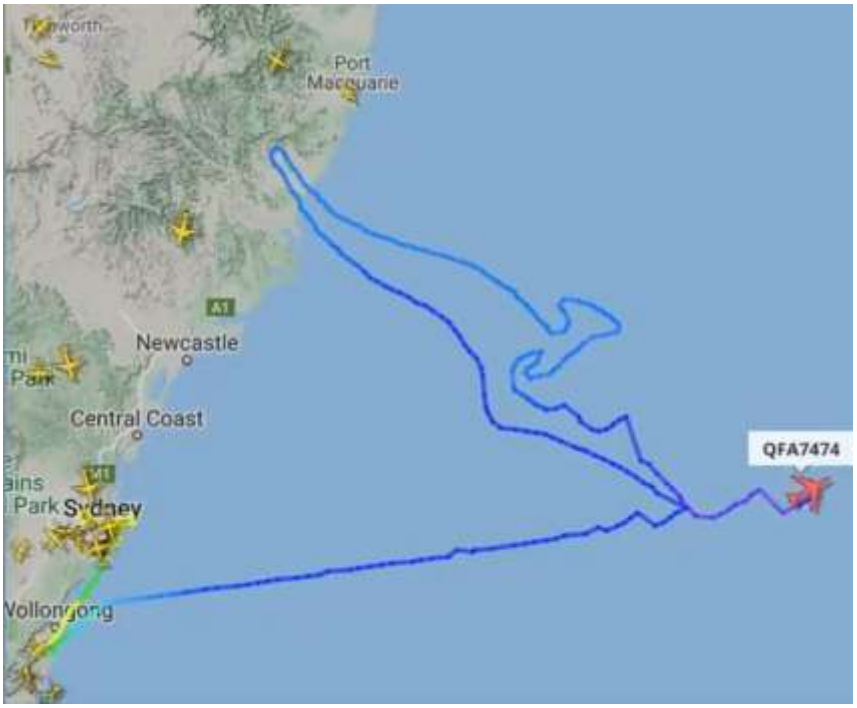
Miss Hobart was a four engine, De Havilland 86 which left Western Junction airport at 9 am. Ten passengers were aboard; seven men, including the Rev. H.E. Warren of St Mary's township on the east coast, and two women, one with a small child. Rev Hubert Warren was on his way to take over St Thomas' Church, Enfield, Sydney. His wife and children, deciding not to accompany him, had planned to travel to Sydney by steamer.

The pilot was Gilbert Jenkins with Captain Victor Holyman as wireless operator. The plane was believed to have crashed into the sea near Wilson's Promontory, with all lives lost.

Photos from the Past

It may not quite be from the past as some aircraft but in July we said goodbye to QANTAS's last Boeing 747 and it would be remiss not to acknowledge this great aircraft.

After 50 years of flying, Qantas' last remaining Boeing 747 passenger jet recently departed Sydney Airport on Flight QFA7474 for the US, where it will be retired. It left a special message for everyone, its flight path traced the airline's iconic kangaroo logo in the sky.



Off to Retirement

"Miss Flinders" – The Continuing Story

The Desoutter Comes to Australia

After Iona National Air Taxis & Flying School sold the Desoutter, it was flown to England in April 1931 and registered as G-ABOM. At the same time, two Melbourne businessmen were planning their "Holiday Trip by Air" where they would buy a plane in England and leisurely fly it back to Australia, seeing the sights along the way.

Harold Jenkins was a Melbourne Dentist who had a passion for motorbike and cars, he came 4th in Australian Motor Racing Grand Prix at Phillip Island in 1929. He had only recently taken up flying, qualifying as a pilot in 1931.

Harold Jeffrey was a Director of Dimmeys Models Stores. He was an observer in the Australian Flying Corps during World War 1 and qualified as a pilot at the end of the war.

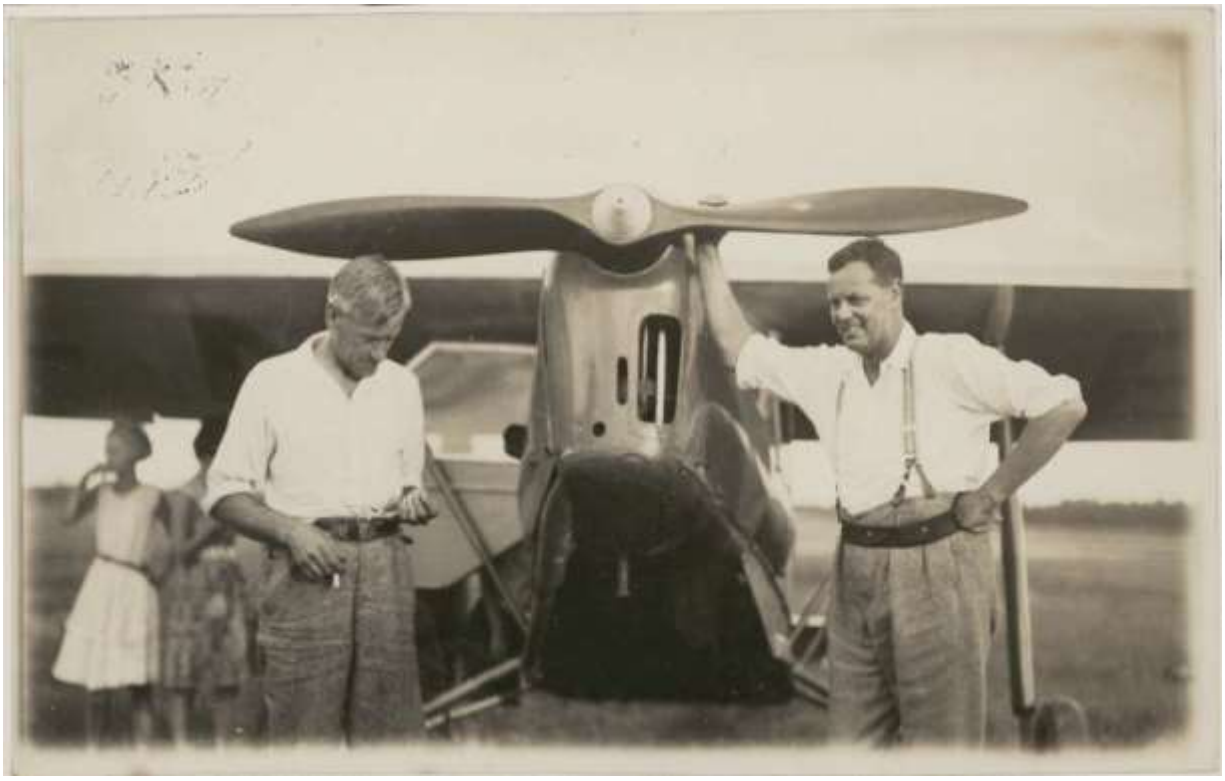
Jenkins and Jeffrey arrived in England and after looking initially for a Gipsy Moth, they purchased G-ABOM on 11 November 1931. Dual controls, wheel brakes and an additional fuel tank were then fitted.

After a test flight to Europe, the left London on December 28th 1931, bound for Australia. The newspapers at the time regularly reported on their progress.

The Route from London to Melbourne

As Tourists, they visited the Pyramids in Cairo and went tiger shooting in India, (as you do).

Their last leg to Australia, across the Timor Sea was flown in bad visibility and took 5 hours. They touched down in Darwin at 6.35 pm of the 10th February 1932.



Jenkins (L) and Jeffrey (R) at Darwin. (National Library Australia obj-144694818)

Once in Australia, they flew back to Essendon, and were escorted to the aerodrome by the Desoutter VH-UPR, arriving on the 18th of February. (VH-UPR is now in the Australian National Air Museum at Moorabbin Airport).

Speaking to the Press upon their arrival in Melbourne, Harold Jenkins said:

> *The absence of trouble on our long flight was remarkable". He further commented that with "modern" planes, it was not a question of "whether, but when" they arrived at each landing ground.*
>
> *Generally the weather was good, but I am sorry that we did not take longer than six weeks for the flight. The ideal time for such a tour would be three months to give adequate time for sight-seeing. We spent only about 14 days sight-seeing. That is not enough*.

Upon arriving in Essendon, they sold the plane to Hart Aircraft Services, who were the Australian agents of Desoutter. A month later, registered as VH-UEE, the Desoutter was in Tasmania, which is the story for the next newsletter.

Mysteries of Aviation

De Havilland DH82A "Tiger Moth" VH – AQL

On 8th September 1972 a De Havilland DH82A Tiger Moth aircraft registered VH – AQL departed Cambridge Airport, Hobart for Flinders Island. No trace of the aircraft or its passenger has ever been found.

The pilot, Maxwell Price, held a valid commercial licence, was endorsed on the aircraft, and had some 1,968 hours of flying experience, of which 962 hours were on this aircraft type. The only passenger on board was Brenda Hean, who occupied the rear cockpit.

The aircraft's Certificate of Airworthiness was valid until 9th November 1975. There was no evidence to suggest that the gross weight of the aircraft or its Centre of Gravity were not within safe limits.

The aircraft was fitted with an auxiliary fuel tank and had approval to install a smoke generating system for use in sky writing operations. However, the owner/pilot had integrated these two systems in a way which was not approved, due to the potential hazards of an undetected fuel loss or of fire in-flight. No evidence exists that these, or any other hazardous flight situations, could be related or contributed to the aircraft's disappearance.

A De Havilland DH82A Tiger Moth similar to VH - AQL

The pilot submitted a flight plan to Hobart Flight Service Unit for a departure at 1030 hours from Cambridge to Yarram, Victoria, with an intermediate stop at Flinders Island. The flight plan indicated the flight would be made in accordance to VFR flight rules at altitudes below 5,000 feet with an estimated time interval of 160 minutes and an endurance of 250 minutes. The flight plan indicated the carriage of life jackets, first aid equipment and a VHF survival beacon.

Whilst the pilot advised he did not intend to report his progress by radio en-route, he did indicate that he would report to Flinders Island Flight Service Unit before 1400 hours EST. Although the pilot did not obtained a Met forecast, there was nothing to suggest that the weather would have any bearing on the flight.

The aircraft departed Cambridge at 1016 hours and one minute later the pilot made on on-course radio report to Hobart Control Tower. No further transmissions were heard from the aircraft. The last reported sighting of the plane was at Eddystone Point, when a witness, indicated the aircraft was flying at an altitude of about 2,000 feet and appeared to be operating normally.

At 1400 hours, when the pilot had not reported his arrival at Flinders Island, an intense air, sea and land search was commenced that would continue for some twenty days. No trace of the aircraft, pilot or passenger was ever found.

Departure point - Cambridge Airport

In Tasmania, following the aircraft's disappearance, theories grew wild. Reports indicate that Price suspected an attempt was made on his life the week before the fatal flight, when the Tiger Moth suffered an engine failure en-route to Maria Island due, to his belief, that water had been put in the aircraft's engine oil. At the time, Price was in conflict with a business partner, and allegations of embezzlement were brewing.

His passenger, Brenda Hean, was campaigning against the plans to flood Lake Pedder, at the time a very sensitive and emotive topic, which would drown it's 3km long alpine beach. With Price, she was bound for Canberra to lobby federal MPs and sky-write "Save Lake Pedder" over the nation's capital.

It was further reported that both Price and Hean had received death threats prior to the flight's departure and the aircraft's hangar was broken into the night before the flight. The plane's emergency beacon was later found hidden behind some fuel drums

Despite some evidence pointing to potential sabotage of the aircraft, a police investigation went nowhere, and authorities rejected calls for a public inquiry.

In the forty-eight years since the disappearance of the aircraft conspiracy, theories continue to surround this intriguing story. But with no bodies or wreckage found, no coronial inquest was ever held although the police have never declared the case closed.


The Mercury

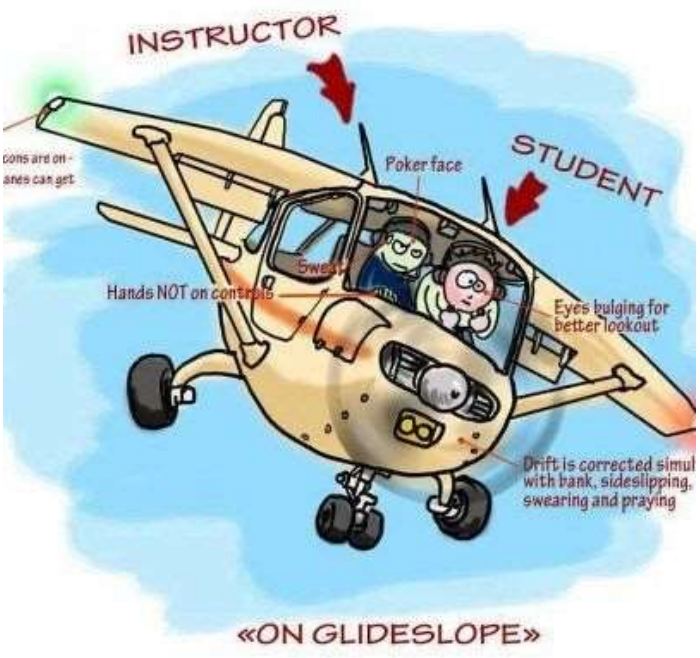
CREDIT CARD PLAN GETS REJECTION BY BIG FIRMS—P 2

WIDE SEARCH FAILS TO FIND PLANE

Inquiry by police at top level begins

Alleged cheat at exam

Aviation Humour Dictionary



ALTERNATE AIRPORT: The area directly beyond the active runway when the engine quits on take off.

ALTIMETER SETTING: The place where the altimeter sets. Usually hidden by the control column during a near-minimums instrument approach.

CARBURETOR ICE: Phrase used by pilots when explaining accident caused by fuel exhaustion.

CLEAR: Warning shouted two seconds after hitting the starter button.

CONTROL TOWER: A small shack on stilts inhabited by government pensioners who can't hear. When they become blind, they are sent to centres.

CRITICAL ALTITUDE: Minus six feet.

CRITICAL ENGINE: That part of your airplane which used to be under the cowl, but is now in intensive care at the maintenance shop.

DEAD RECKONING: You reckon correctly, or you are.

GLIDING DISTANCE: Half the distance from your present position to the nearest decent landing area at the time of complete power failure.

GROSS WEIGHT: Maximum permissible take off weight, plus an extra suitcase, a case of bourbon, rifle, ammo, golf bag, bowling ball, and diving weights.

Aviation Humour

PILOTS vs LAME's - OLDIES BUT GOODIES.

P = The problem logged by pilot.

S = The solution logged by the mechanic.

P: Left inside main tire almost needs replacement.
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: No. 2 propeller seeping prop fluid.
S: No. 2 propeller seepage normal. Nos. 1, 3 and 4 propellers lack normal seepage.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on backorder.

P: Autopilot in "altitude-hold" mode produces a 200-fpm descent.
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what they're there for!

P: Transponder inoperative.
S: Transponder always inoperative in OFF mode.

P: The T/C ball seemed stuck in the middle during my last turn.
S: Congratulations! you've just made your first coordinated turn.

P: Suspected crack in windscreen.
S: Suspect you're right.

Do You Remember?

History in the Making

Charles Lindbergh & the First Solo Transatlantic Flight:

Flying across the Atlantic seemed like a job for either very brave or very foolish pilots, especially alone and in a single-engine aircraft such as the Spirit of St. Louis. That did not stop Charles Lindbergh from making the first transatlantic flight in May 1927 Long Island New York to Paris in 34 hours and changing the world's views on the possibilities of air travel.

Do You Remember?

The "Golden Age of Flying" - the 1950's

THE 1950 and 1960s have become known as the "Golden Age" of flying. It was a time of glamorous air hostesses and gourmet meals, and of great leg room for all.

- But taking to the air back then had its downsides. For a start it was much more dangerous, and far more expensive.
- Then there was the smoke from all those cigars, cigarettes and pipes. And, once you'd looked out of the window there was not a lot to do but twiddle your thumbs.
- But there were upsides to flying back then too — like ever-flowing drinks and a party atmosphere.
- In the 1950s and 1960s a return flight from Sydney to London was so prohibitively expensive only a few could afford it.
- Qantas used Lockheed Constellation, and later, Super Constellation planes (with air conditioning, and reclining seats) in the 1950s on the Kangaroo Route. They had four noisy propeller engines.
- Forget about economy, economy plus, business class and first class. Initially there was only one class — and it was pretty luxurious.
- In the 1950s you might have a bed made up for you at night on some flights. You might see framed pictures on the walls.
- Aisles were wider and seats reclined a lot more than they do in economy these days and you had lots of legroom.
- There were endless free drinks and people could socialise in the cocktail bar with fellow Jet Setters. But the whole plane stank of cigarettes and the air was so thick with smoke you could barely breathe.
- It wasn't until the end of the 1950s that airlines started introducing tourist (or economy) class.

Do You Remember?

The "Golden Age of Flying" - the 1950's

Even Queen Elizabeth flew from Western Junction (February 1954).

SEE YOU IN DECEMBER