



TASMANIAN AVIATION HISTORICAL SOCIETY Incorporated

NEWSLETTER ISSUE 05 AUTUMN 2021

Editorial

Welcome to the fifth issue of our newsletter and welcome to 2021. We trust this year proves somewhat better than last year with early indications looking good.

By the time this newsletter reaches you Launceston Airport will have celebrated it's 90th year and as such we have launched onto our web site a [commemorative newsletter](#) detailing the history and achievements of our local airport.

But the big news, that will be expanded upon in our President's report and later article, is the display of Miss Flinders in the Launceston Airport to coincide with the 90th anniversary. A fitting tribute to a wonderful aircraft, so much a part of Tasmanian aviation history, back home for all to see.

Speaking of Tasmanian history, Stanley, synonymous with the Nut and fine seafood has another side to discover.

This issue commences the story of the Holyman family and the development of Australian National Airways (ANA) once the largest commercial airline in Australia established by this Tasmanian family.

In the last Newsletter we ask for assistance in learning more about a letter from the Quon family in Launceston to the Hope family in England. Some interesting facts have emerged!

So that is some of our content for the first Newsletter of the year – trust you enjoy the read.

Wayne Dearing

Newsletter Editor

This Issue Includes

- Presidents report
- Historical archives of early Tasmanian aviators – The World War 1 Aces No 3
- Tasmanian aviation giants – The birth of Tasmanian Commercial Aviation the Holyman Family. Part 1 – Victor Holyman
- Tasmania's Aviation Heritage - Circular Head
- Miss Flinders – back on display at Launceston Airport Terminal
- Devonport Airport - a brief history
- Photos and history from the archives
- Aviation humour, and Do you remember?
- That letter from Miss Quon



Tasmanian Aviation Historical Society

2021 - President's Report

The Tasmanian Aviation Historical Society has seen another year race by full of activity and significant developments. The completion of ten sessions with the Roving Curators delivered by Melissa Smith has launched the TAHS in becoming a capable organisation in the collection and storage of historic aviation culture. Through the support and guidance of the Roving curator program and significant in house skills, a custom designed collection management tool was created. This software will ensure best museum practice well into the future for the society.

Supporting the management of our collection policies and procedures, the TAHS this year were able to purchase the appropriate hardware required. Thanks to a generous grant of \$4,076 from the W.D. Booth trust fund we now own a new computer, camera and supporting gear and a printer/scanner. All vital tools when recording the growing collection of aviation objects and documents.

It is crucial as a historic society the objects we acquire and take responsibility for are stored in the best way possible ensuring the objects longevity. Conservation grade storage materials and containers purchased this year thanks to the Cultural Heritage Organisations grant have been utilised for this purpose successfully.

Two more successful applications to Arts Tasmania will ensure our ongoing development as a cultural institution. One for eleven sessions of Roving curator time and the second for a Cultural Heritage Organisations Grant of \$2800.

The Roving Curator program will help the TAHS in the next stage of development with an interpretation plan which will provide a strategy for TAHS to produce displays and interpretive content that engages audiences for the next three to five years.

The Cultural Heritage Organisations Grant \$2800 will compliment the Roving Curator's time, going towards building our brand and identity to support and strengthen the Tasmanian Aviation Historical Society's interpretation materials.

November 23rd 2020 was marked with a successful event celebrating the 90th anniversary of the first flight from Western Junction by the Gypsy moth VH-ULM. The celebration saw a partnership with the Tasmanian aero club who hosted the event which drew around 40 people and good media interest.

Resulting from this event came the opportunity to display Miss Flinders in the departure lounge of the airport. The offer came as a complete surprise but resulted in a positive outcome for the aircraft and the TAHS. Removal from storage and installed in the airport took three days with TAHS volunteers working closely with the conservator Ian Miles from Artlab. The Desoutter's new home offers far improved climate conditions and the stories



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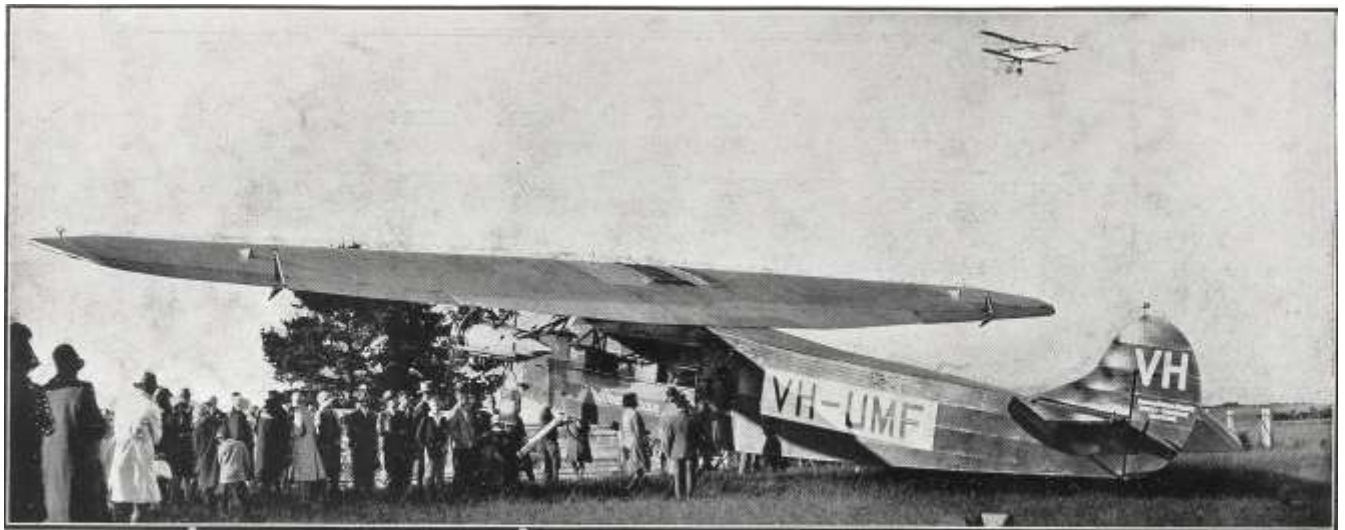
surrounding its significant Tasmanian history to be shared with a huge number of visitors to Tasmania and Tasmanians.

Assembled and currently on display on the ground, Miss Finders will be suspended in the space in the next few weeks. A difficult manoeuvre thankfully being managed by a skilled crew.

Thank you to all members this year for your support, in particular with the reinstallation of Miss Flinders in the airport.

A special thanks to the Launceston Distillery for their ongoing support and interest in Tasmanian Aviation history.

Andrew Johnson



A fresh page was added to Tasmanian history on Friday, when the first air liner, with ten passengers, reached Launceston from Melbourne. The Southern Cloud, one of Australian National Airways Ltd.'s liners, after landing at the Western Junction Aerodrome. The immense spread of the wings covers 72 feet.


On the 16th January 1931, Charles Kingsford Smith piloted the “Southern Cloud” with 10 passengers from Essendon to Western Junction (Launceston Airport).

The wingspan of the Southern Cloud was reported to be 72 feet, the Qantas Dash 8 frequently seen at Launceston is only slightly bigger at 93 feet.



Historical Archives of Early Tasmanian Aviators

Tasmanian Born Air Aces of World War 1

	Raymond James (Brownie) Brownell	
	Born:	17 May 1894, Newtown, Tasmania
	Joined:	AIF, 12 September 1914
	Died:	12 April 1974, aged 79, Subiaco West Australia
	Serial Number:	2058

Born in Newtown Tasmania, Brownwell was working as a clerk for a Hobart accounting firm when he enlisted in the Australian Imperial Force (AIF) at the outbreak of World War 1. He served as a gunner in Gallipoli, the Western Front and the battles of both the Somme and Pozieres. Whilst serving as a Sergeant with the 5th Battery, 3rd Field Artillery Brigade he was awarded the Military Medal and promoted to Second Lieutenant.

Discharged on 16th March 1917 he transferred to the Royal Flying Corps (RFC), one of 200 Australians recruited by the RFC, at the same rank. He was transferred to 45 Squadron on completion of training, where he shot down five enemy aircraft over France before the squadron was transferred to Italy in November 1917.

Seven more kills occurred in Italy, notably that of the German Ace, Alwin Thurm on the 31st December 1917, which he shared with Henry Moody. On the 4th March 1918 Raymond Brownwell was awarded the Military Cross the citation is show below:

"2nd Lt. Raymond James Brownell, M.M., R.F.C., Spec. Res.

Military Cross M.C. For conspicuous gallantry and devotion to duty. Within the last three months he has brought down six enemy aeroplanes, four of which were seen to come down in flames, the other two falling completely out of control. The dash, gallantry and offensive spirit displayed on all occasions by this officer are worthy of the highest praise."



Archive photo of a Sopwith Camel – type flown by Brownwell

Following World War 1, Brownwell returned to Australia, joining the Royal Australian Air Force (R.A.A.F.) serving with Number 1 Squadron from 1926 to 1928 and at RAAF Base Pearce (No 23 City of Perth Squadron) between 1938 and 1940. He further served in the following capacities during World War 2.

- Wing Commander commanding R.A.A.F. Base 'Pearce', Western Australia, in 1939
- Commanded R.A.A.F. units in the Far East 1940-1941. R.A.F. Sembawang (1940–41)
- Air Officer Commanding (AOC) 1 Training Group 1941-1942
- Promoted to Air Commodore and was (AOC) Western Area 1943-1945
- Appointed CBE on 01 January 1945
- Placed in command of No.11 Group, Morotai, on 30 July 1945 – 1946

Brownwell died in Subiaco West Australia on the 12th April 1974, aged 74 years.



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Raymond James Brownell's Victories

Date	Time	Unit	Aircraft	Opponent	Location
10 Sep 1917	1720	45	Sopwith Camel (B2323)	DFW C	Houthoulst Wood
20 Sep 1917	1825	45	Sopwith Camel	C [1]	Paschendaele
01 Oct 1917	1220	45	Sopwith Camel (B2323)	Albatros D.V	Quesnoy
20 Oct 1917	1240	45	Sopwith Camel	Albatros D.V	Kastelhoek
27 Oct 1917	1015	45	Sopwith Camel	Albatros D.V [2]	NE of Comines
31 Dec 1917	0945	45	Sopwith Camel (B2430)	Albatros D.III	Piave de Soligo
31 Dec 1917	1030	45	Sopwith Camel (B2430)	Albatros D.V [3]	Paderno
10 Jan 1918	1615	45	Sopwith Camel (B2430)	Albatros D.III	Portobuffolo
11 Jan 1918	1535	45	Sopwith Camel (B2430)	Albatros D.III	St. Stino
30 Jan 1918	1045	45	Sopwith Camel (B6283)	DFW C	Saletto
17 Apr 1918	0915	45	Sopwith Camel (B3872)	Albatros D.III	Oderzo
18 Apr 1918		45	Sopwith Camel (B3872)	Balloon	Piave River
<p>[1] Shared with Henry Moody and Emerson Smith</p> <p>[2] Shared with James Child and Matthew Frew</p> <p>[3] Shared with Henry Moody</p>					



Brownell (left) with fellow Australian flying ace Cedric Howell, France. c.1917



Air Commodore Raymond J. Brownell c.1945



Tasmanian Aviation Giants – The Holyman Family

Part 1 – Victor Clive Holyman (1894 – 1934) And the Birth of Tasmanian Commercial Aviation

Born on the 27th August 1894 in Devonport Tasmania, one of thirteen children of William junior and Honora Holyman, he was the grandson of William Holyman, the founder of the shipping firm William Holyman and Sons.

Educated at Launceston Church Grammar School, he followed in his father's footsteps and went to sea at the age of 16 years apprenticed on the Barque *CJS* of 720 tons trading between Australia and Mauritius.

When World War 1 broke out, Victor already had his mate's ticket and transferred to the British owned *SS Aragaz* as a second mate. On this ship he eventually sailed to Lemnos the jumping off point for the Gallipoli landing. In June 1916 he joined the Royal Naval Air Service (RNAS), the aerial wing of the Royal Navy, as a Temporary Flight Sub Lieutenant. Serving in France in 1916 and 1917 he was subsequently promoted to Flight Lieutenant. According to the family history it was reported that Victor "*was an airman of rare ability*" and in 1917 he returned to the UK as a test pilot at Maartlesham Heath.

In early 1918 he took six months special leave to return to Australia, during which time he was transferred to the Royal Air Force (RAF) when it was formed from the RNAS and the Royal Flying Corps (RFC). At the end of his leave, he was seconded to the Royal Australian Navy South Eastern Area (Victoria) with the rank of Acting Flight Lieutenant, Royal Air Force. He returned to England in 1920 to resign and then joined the Holyman shipping line, his first command being the *SS Hall Caine*.

Over the next decade he was Master of a number of Holyman ships, including the *Koomeela*, *Koringa*, *Wariatea* and the *Laranah*, however, he retained his interest in flying and was known, when laying over in Melbourne, to take to the air. In 1927, with fellow WW 1 pilot C. W. B. Martin, he was instrumental in the formation of the Australian Aero Club (Tasmanian Division) and the establishment of Launceston airport at Western Junction.

On the 22nd of August 1922 Victor married Hazel Gaunt from Launceston at Christ Church, Longford.

Victor then convinced his family, presumably including his close brother Ivan who was managing the day-to-day activities of the company and his uncle James then Chairman of the company, to enter into aviation. Subsequently, in 1932, the Holyman family company, Holyman Brothers Pty Ltd, purchased a newly launched de Havilland DH83 Fox Moth, named the aircraft *Miss Currie*, and commenced flying the old Holyman sea-route from Launceston to Flinders Island.



Brothers Clive (left) and Ivan Holyman, c.1917

Initially Victor was the only pilot with Jack Stubbs being hired as the engineer and Victor's wife Hazel acting as hostess (albeit from the ground). Shortly after they merged with Laurie Johnson, who was already flying the Launceston – Flinders Island route, to form Tasmanian Aerial Services Pty Ltd. In 1933 they acquired a new De Havilland DH84 Dragon, named the aircraft *Miss Launceston*, and commenced a tri-weekly service between Launceston and Melbourne.

In November 1933, the Commonwealth Government called for tenders for a subsidised airmail service to Tasmania as part of the Empire Air Mail Scheme. In order to ensure the success of its tender, they restructured Tasmanian Aerial Services, with Huddart Parker and the Union Steamship Company, (being shareholders in William Holyman and Sons Pty Ltd), taking an interest and in July 1934 changed the name to Holyman's Airways Pty Ltd.

On being awarded the tender, Holyman's ordered two de Havilland DH86s, specially developed for the Empire Air Mail Route. The first DH86s were single control models with only one seat in the nose of the aircraft making it somewhat difficult for pilots to change seats.



Holyman's first DH86 arrived in September 1934, was named *Miss Hobart*, and commenced a regular service between Launceston and Melbourne on the 3rd October 1934.



On October 19th 1934, Victor was co-piloting the new DH86 *Miss Hobart* when she went down with 10 passengers between Victoria and Flinders Island. Initially the enquiry focused on the theory that the aircraft may have run out of fuel or that the pilots may have lost control whilst changing seats. When another DH86 was later lost off Whitemark it was found that the spruce main wing beam had broken and it was thought the same fate had befallen Victor's aircraft.

The loss of *Miss Hobart* was a devastating blow for Holyman's Airways. The airline had lost its founder and driving force.

Victor was remembered by his family members as tough, completely fearless and a bit of a wild character but had business sense and a clear vision of the future of transportation.

His character is somewhat caught in his service records from 1916 – 1917 brief in nature as was the norm:

In 1916 "Good pilot, fair officer" and in 1917 "Ability to command but very little discipline"

Victor was survived by his wife Hazel, affectionally known as "Matron", who went on to play a major role in the development of cabin crew (air hostessing as it was known then) as Superintendent of Air Hostesses at ANA. Hazel's role within the airline will be discussed in a later newsletter.

Next issue Ivan Holyman and the airline's development



Tasmanian Aviation Heritage – Circular Head

In Tasmania's far Northwest, renowned for its lush pastures providing world class beef and dairy products, mouth watering crayfish and the cleanest air in the world, lies the townships of Smithton and Stanley.

Initially named Duck River, the township was renamed Smithton in 1895.

In 1905 Smithton boasted a jetty that was 1200 metres long and in 1931 received a visit from the town's first biplane landing on what is now Smithton's airport.

A few miles down the road is Stanley known for its monolith "The Nut", and the birthplace of Joe Lyons, Tasmania's only Prime Minister. Stanley does not have an airport, so, what does Stanley have to do with Tasmanian aviation history?

What Stanley does have is the Stanley Discovery Museum, a volunteer run gallery containing displays and historical information relating to Stanley and Circular Head's surrounding areas. Included in their displays is an amazing display of aviation memorabilia relating to historical flights and aviators that took place or was born within the Circular Head area.

And it is here we start our story of the aviation heritage of Circular Head commencing with Arthur Long's historic flight across Bass Strait, the careers of two Smithton born aviatrix, three brothers born at Mella, outside of Smithton, and a private pilot with 20,000 hours in his logbook



Stanley Discovery Museum



Lieutenant Arthur Leonard Long

Stanley first became known for its aviation heritage when, on the 16 December 1919, at 6:35am, Tasmanian born pilot, Lt Arthur Long was the the first aviator to fly directly across Bass Strait.

Departed from a paddock on "Highfield Estate" Stanley, flying his Boulton Paul P9 aircraft, he crossed Bass Strait, landing at Torquay in Victoria. After topping up the engine oil, he continued onto his final destination, Carey's Aerodrome at Fishermans Bend in Melbourne.

The flight of about 386kms took approximately four hours and on landing at Fishermans Bend he mused: ***"I do not, for a moment, consider a daily air service is possible between Hobart and Melbourne."***

Lt Long's life, career and Bass Strait flight is captured in Pirrie Shiel's book "Bridging The Strait" A Salute to the first man to fly across Bass Strait.



Stanley's monument to Long's epic flight



The Flying Policewomen – Heather Innes

Born in Smithton in 1939, Heather represented Australia in the 1956 Olympic games in the javelin event.

Heather joined the Tasmanian Police Force in 1961 retiring in 1989 as a Detective Inspector and in 1976 was awarded a Churchill Fellowship. In 1984 she became the only woman to head the drug bureau.

As Tasmania's only female police pilot, she flew search and rescue missions, receiving three commendations. In 1989 Heather started her own air charter business serving the North West Coast and remote areas receiving and Order of Australia (AM) for her life on the sporting field, police work, and aviation.

In 2003 she received the Nancy Bird Walton award for the most noteworthy contribution by a woman in aviation.





Robyn May from New Guinea to Qantas

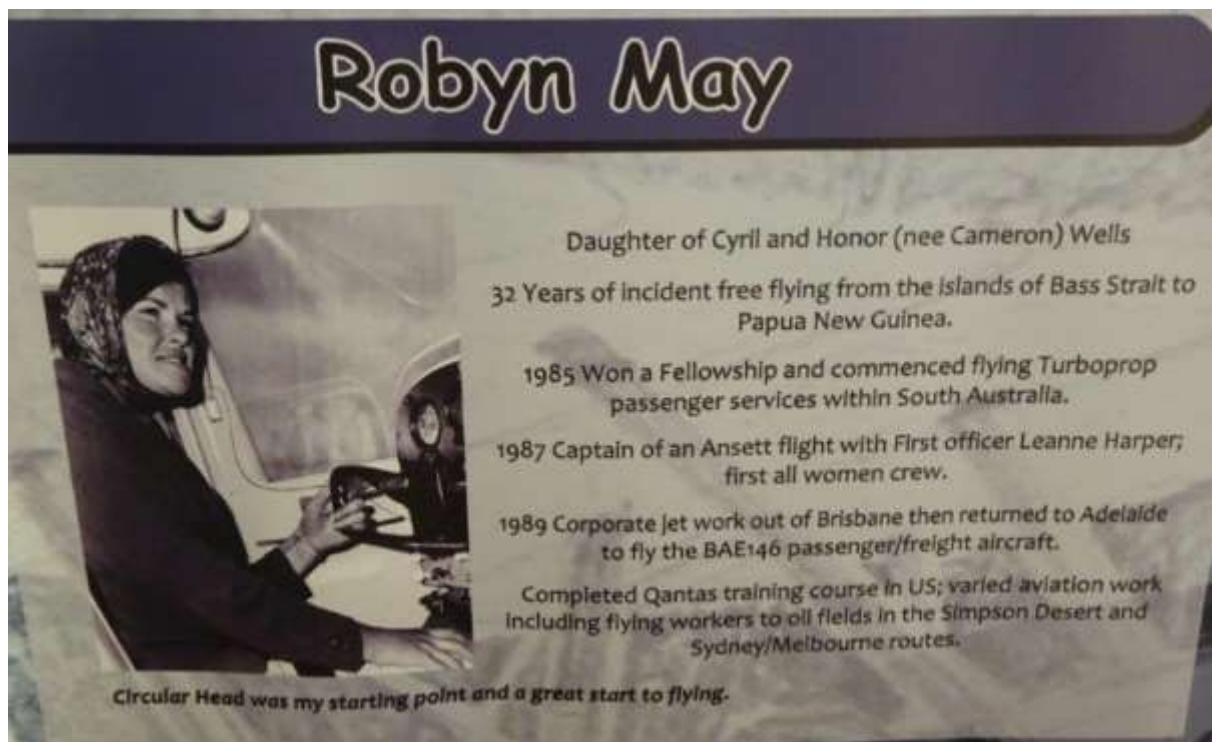
The daughter of Cyril and Honour Wells Robyn, Robyn was born in Smithton and learnt to fly locally. After accumulating approximately 1,500 flying hours in Tasmania, she headed north undertaking 32 years of incident free flying in Papua New Guinea, reputed to be one of the world's most difficult environments to fly in.

Robyn won a Fellowship in 1985 and commenced flying turboprop aircraft in South Australia before flying for Ansett. In 1987, she flew with First Officer Leanne Harper as the first all female crew.

She flew corporate jets out of Brisbane, before returning to Adelaide to flying BAE146 aircraft in 1989.

Completed a Qantas training course in the US.

Robyn is now retired and living in Launceston.





The Lovell Bros – Jack, Arthur and Bill

Three of thirteen children of Ernest and Ellen Lovell of Mella, outside of Smithton, the three brothers went on to make their mark in aviation, giving brave service to their country during times of conflict.

Arthur Carrington Lovell (MBE) – Born in 1913, Arthur began flying with the Royal Victorian Aero Club. In 1940, and as second pilot of the ANA DC2 Bungana, helped safely land the aircraft following an inflight engine fire.

In 1943 he received an American citation for his bravery in active service in the Pacific during World War 2. He ferried aircraft from overseas to Australia and in 1954 flew Queen Elizabeth and the Duke of Edinburgh during their Australian tour.

In 1956 he flew the first aircraft into the newly constructed Smithton airport and in 1965 was appointed Manager Operational Safety with Ansett Airlines.

As a pioneer in the development of navigation and safe and reliable commercial aviation Arthur flew aircraft from the Tiger Moth to Boeing 727's accumulating over 23,000 hours on retirement.

John Henry (Jack) Lovell (DFM) – Born in 1917 Jack, then Sergeant John Lovell, was awarded the Distinguished Flying Medal (DFM) while serving in Great Britain with the RAAF squadrons showing great courage and devotion to duty whilst flying on missions over France.

Jack was killed on the 7th November 1942 over Paris when his Lancaster bomber L7546, of which he was a wireless/air gunner, crashed, killing the entire crew.

William Thomas (Bill) Lovell – Born in 1916, Bill was a Flying Officer with the RAAF, and served from 1940 until 1946.

Whilst serving during this period of time Bill was awarded a *Red Star* emblazoned with a gold hammer and sickle for active service with the Soviet forces on the Northern Russian front.

In June 1943 a small group of members from the RAAF arrived in New York from England for special services. The party was headed by Flying Officer William Thomas Lovell wearing the symbol of his services with the Australian Squadron which went to Russia in 1942.



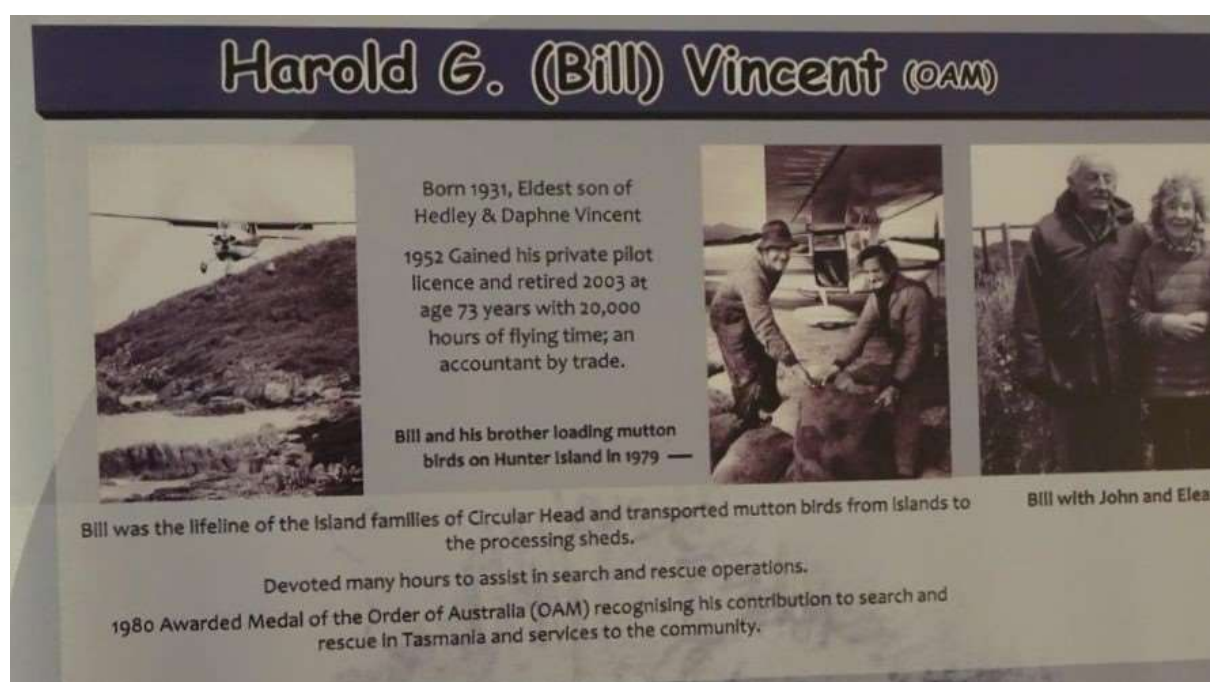
From left: Jack wearing his cadet - in - training cap; Arthur wearing his ANA commercial Pilot's uniform, and Bill wearing an officer's uniform with Observer Badge.



Harold G (Bill) Vincent (OAM)

Born in 1931, the eldest son of Hedley and Daphne Vincent, and an accountant by profession, Bill gained his Private Pilot's Licence in 1952.

Bill was the lifeline to families in the Circular Head area transporting mutton birds from the islands to the processing sheds. He devoted many hours to search and rescue operations and in 1980 was awarded the Medal of the Order of Australia (OAM) recognising his contribution to search and rescue in Tasmania and his services to the community. Bill retired in 2003 aged 73 years with 20,000 hours in his logbook.



Tasmanian Aviation Heritage – Circular Head

So, there you have it, two ladies, three brothers, and an accountant who preferred to fly all from the Circular Head area. They have all who have had a significant input into aviation and the history of North West.



“Miss Flinders” – The Continuing Story

The Desoutter Back on Display at Launceston Airport

In the last newsletter, Miss Flinders had left Tasmania on its delivery flight to Sydney on 11 June 1935. We will continue its historical story in future newsletters. For this article, let's jump forward to November 2019.

The TAHS has been formed earlier in 2019, and we had just received a donation of some model aircraft. We were informed by the Launceston Airport that the Department of Infrastructure and Transport, were looking for a new home for Miss Flinders.

The Federal Government purchased the plane in the 1960s, when it was brought back to Tasmania, restored by the Air Force Association and displayed at the new Launceston Airport terminal from 1966 to 1997. It was then leased to the Launceston City Council and displayed at QVMAG.

After a meeting with representatives of the Department in December 2019, the TAHS forwarded a proposal where we would store the plane and find a new display home for it. This was accepted, and in March 2020, (the week before COVID lockdowns were implemented), we received the dismantled plane from QVMAG and it was placed into storage in Hangar 17 at Launceston Airport (the original Holyman Brothers Hangar, that was built in 1933 to house Miss Flinders).

The TAHS, less than a year old, now had a real plane in its collection, as well as some models! We then started to actively find a new display home for the plane.

On our radar was the 90th Anniversaries associated with Western Junction. In discussions with the Launceston Airport, they proposed to put the plane back on display in the Launceston Terminal as part of the 90th Anniversary of the official opening of the airport on 28th February 1931. This long-term display offer was accepted by the TAHS and planning commenced in late 2020.

The critical part of the project was engaging Ian Miles from Artlabs Australia to reassemble the plane. Ian had disassembled it at QVMAG, so his intimate knowledge of the plane was crucial in reassembling it.

On Monday 22nd February, the plane was moved from Hangar 17 to the Launceston terminal. The fuselage, the wings in two sections, and three crates with the tail section and under carriage. (The Gypsy major engine remains in Hangar 17).

Assembly then started with Ian and a Group of TAHS Volunteers and took three days.

Firstly, the two wing sections needed to be elevated on trestles to about 2.4 m off the ground and bolted back together. The wooden wing had been cut in half when the plane was transported back to Tasmania, and four steel plates used to join the two sections together.



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This sounds simple, but was a slow process, especially in aligning the wings that high off the ground, and then aligning and then joining them together with the steel plates.

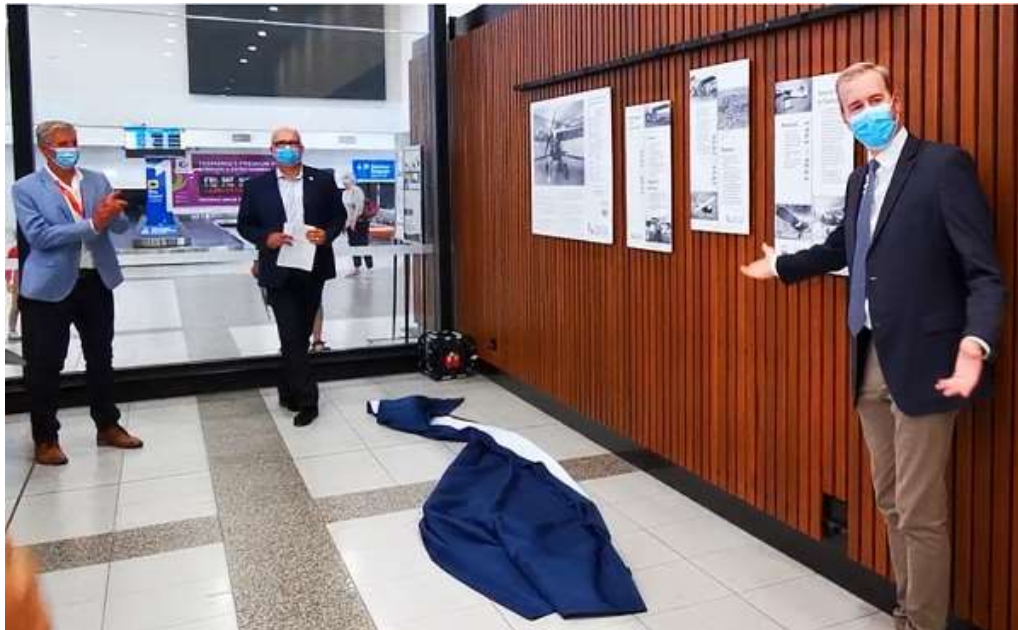
Then the fuselage, which was bolted to a large dolly, was then wheeled under the wings, and slowly lifted up by jacks at the front and tail, adjusting the alignment, so that at the last small lift, it fitted into the wings. The fuel tank was then strapped back into the recess in the wing above the cockpit.

Then finally the undercarriage was bolted back on, and the tail section added, then lowered down to sit on floor stands. All completed by late on Wednesday 24th February.

The next step the airport will undertake is to elevate the plane to hang from the ceiling.



(Clockwise from top) Andrew aligning the fuselage (or offer a blessing) before starting the lift, Ian and the TAHS the team present on the last day, and Andrew and Ian confirming before the final lift to lock the fuselage onto the wing



Andrew Johnson (TAHS President), Hans van Pelt (Launceston Airport CEO) and Michael Ferguson (State Minister of Infrastructure and Transport), unveiling the Miss Flinders Story Board on 28th February 2021



Andrew Johnson and Hugh Targett (President of the Tasmanian Aero Club), with a photograph of the founding members of the Aero Club, who were the driving force behind the establishment of Launceston Airport at Western Junction

During the assembly process, and since, TAHS members have received a lot of positive comments from the Launceston public on how appropriate it is for the plane to be back on display in the Terminal. Many locals remember the plane when it was on display at the terminal “last century”, how as children it was the highlight of the visit to see the plane. Now they can bring their own children (and grandchildren) to view they plane.



Tasmanian Airports – A Brief History

Devonport Airport

Devonport was one of the new airports approved to be developed by the Commonwealth in 1947, with construction work commencing in 1949. Situated approximately 10 kms from Devonport at Pardoe Downs, the initial construction included re-erection of a hangar measuring 115ft by 95ft, which was moved from Western Junction (ex-7EFTS Flying School), which is still standing at the airport, together with ancillary buildings to house staff and equipment.

The airport was officially opened in November 1950 by Mr T W White, (the Minister for Air), who said the airport terminal would be better than any terminal in Australia and would become an alternative to Hobart and Launceston's airports. Future work would include the laying down of a flare path and aerodrome lighting.

Whilst the airport was not yet officially opened, on the 5th of June 1950, the first freighter aircraft, an Australian National Airways (ANA) Bristol Freighter landed. On board was Captain Ivan Holyman, his wife, Mrs Hazel Holyman (the wife of the late Captain Victor Holyman) and Dame Enid Lyons M.H.A. The aircraft had diverted from its Melbourne to Launceston route to unload ramps, steps and two trucks for use at the airport.

Further value of the new airport to the local community occurred shortly after with the transfer by air of a young eleven-year-old patient, who had been in Devonport's Hospital for seven-months, to Melbourne for specialised treatment thus eliminating a fifty-mile drive to Launceston Airport.

Inaugural passenger aircraft flights by both TAA and ANA followed and a direct air mail service from Devonport to Launceston commenced shortly after.



Archive photo of ANA Bristol Freighter, similar to the one that landed at Devonport on 05 June 1950, unloading a [Percival Proctor VH-ARV](#).



Devonport Control Tower and terminal Circa 1960. The tower was constructed in time for the official opening but has since been removed and modern terminal and facilities built.

Devonport Airport, or Pardoe as it was originally called, is now owned and operated by Tasports, and is one of the key regional airports in the north-west of the state.

As the largest security-controlled airport on Tasmania's North West Coast, Devonport Airport offers 24-hour access, 365 days a year with all-weather facilities.

Catering for passenger, air freight, flight training and general aviation, the airport also provides support for Air Ambulance, rescue helicopters, and the police air wing. During the bush fire-season the airport also provides critical resources for aerial fire spotters and bombers. Devonport also has the ability to cope with A320's and B737-800 in an emergency situation.

The airport has a sealed runway of 1838m x 45m with an elevation of 33 feet and is served by regular QantasLink Dash 8 aircraft.

During the financial year 2018/2019 the airport catered for 2,688 QantasLink flights, 90 Royal Flying Doctor Flights and 146,000 passengers



PHOTOS AND HISTORY FROM THE ARCHIVES

- **15 March 1928**

On this day the first Annual General Meeting of the Australian Aero Club (Tasmanian Division) was held. An extract from the minutes of that meeting shows how keen the club were to attract members, including ladies.

“Some people were under the impression that the membership of the Australian Aero Club was confined to pilots, mechanics, and young people desirous of learning to fly. This was quite wrong. Any person, male or female, young or middle-aged, possessing a spark of enthusiasm for the development of flying in Australia was fully eligible to become a member”.

- **15 May 1928**

On this day the Reverend John Flynn began the Aerial Medical Service out of Cloncurry, Queensland operating a DH-50A. In 1955 this service became the Royal Flying Doctor Service.

- **December 1936**

The Civil Aviation Board approved the erection of control towers to all capital cities and Western Junction

- **21 February 1953**

Before a crowd of over 3,000 the Bridport Airport was officially opened by the Minister of External Affairs Mr Casey. The DC 3 which brought the official party to the opening was piloted by a former Scottsdale man, First Officer Malcom Porteous.

- **20 September 1955**

Australian National Airways (ANA) announced they would be introducing tourist class air services on the Melbourne-Sydney-Brisbane route. Trans Australia Airlines (TAA) followed the next day.

- **04 October 1957**

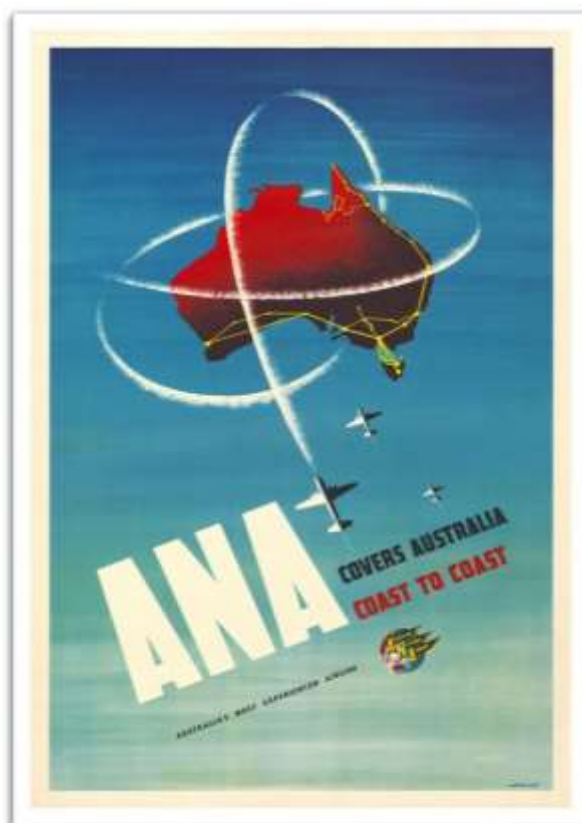
Ansett Transport Industries Ltd acquired Australian National Airways (ANA) and began operations as Ansett-ANA.

- **19 November 1962**

Ansett-ANA and Trans Australia Airlines (TAA) were granted approval to purchase two Boeing 727's each. The introduction of this aircraft saw the Electras appearing on routes usually operated by Viscounts.



PHOTOS AND HISTORY FROM THE ARCHIVES



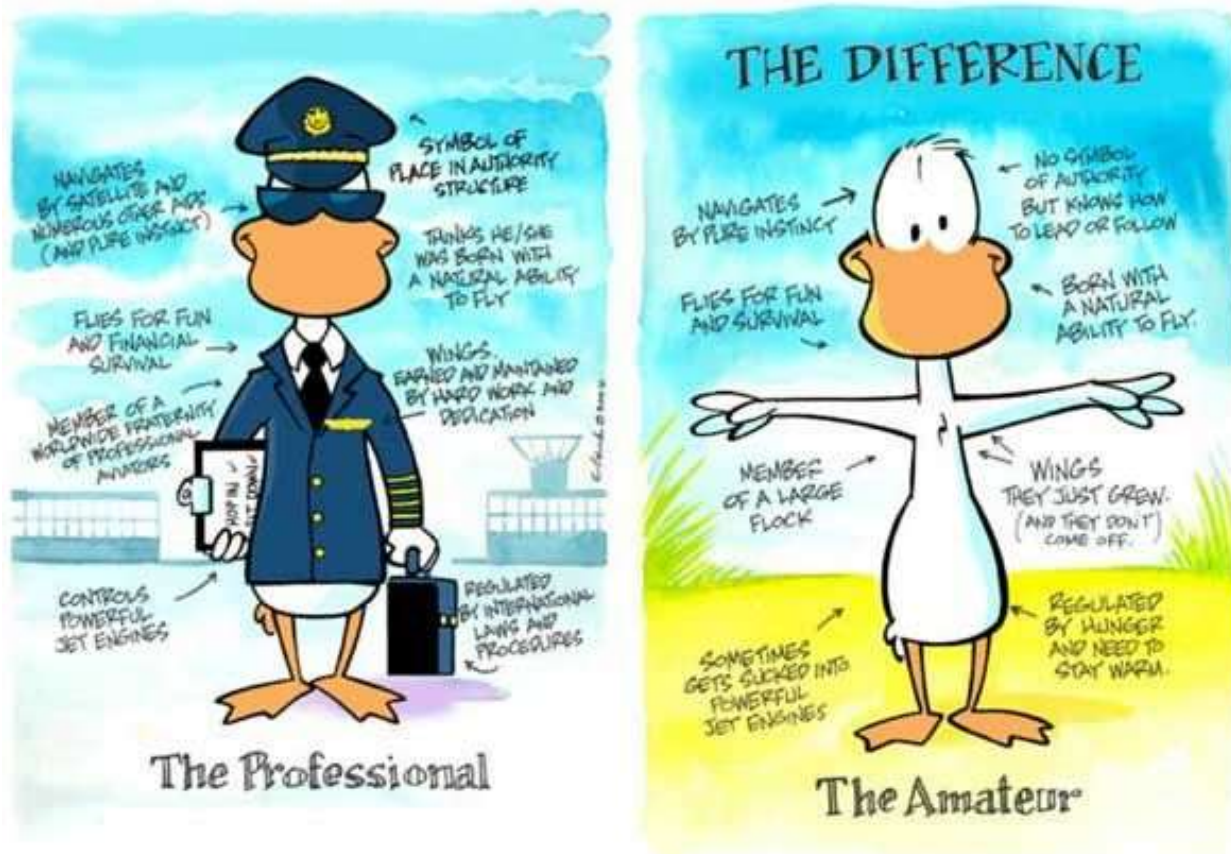
Early TAA and ANA advertisements



(No caption needed)



AVIATION HUMOUR



- Not many people know this, ever since regulations were brought into aviation, Santa Claus has been required to hold a valid pilots license. Given his important mission, he is, of course, rated for Instruments and Multi-engine (12 plus Rudolf). Like all pilots, he is required to take a biannual flight review. Last **spring**, the FAA flight examiner showed up at the appointed time at the North Pole to administer Santa's Biannual that includes engine failures. Santa was flabbergasted when the examiner showed up armed, holding a shot gun. Santa climbed into the sleigh on the left side and took the reins, and the examiner climbed in on the right, cradling the shot gun in his lap. Santa couldn't contain his curiosity anymore and asked about the shot gun. The examiner was coy, but said, "I don't know. Let's just say that you might lose one on take-off."
- Three old timer former turboprop pilots, a little hard of hearing, are talking. First one says "Man! It's windy" second one says "NO, it's Thursday." Third one says, "Me too! Let's go get a drink."
- Student pilot on first solo X-Country got lost so he called on 121.5 for help. The controller trying to help ask what was your last known position? After some thought the student said "when I was sitting on the end of the runway."



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- When Mr. & Mrs. Wong had twin boys, they wanted to name them after two great Americans and since Mr. Wong had always been fascinated with aviation, he decided to name them Orville and Wilbur Wright. When told that they couldn't give them a surname other than their own, they took the case to court. After hearing their impassioned argument, the judge said, "As much as I would love to allow this, I simply can't. In American law, two Wongs don't make a Wright."
- Q: What's the difference between a co-pilot and a jet engine?
A: The jet engine stops whining when the plane shuts down.



Has to be in America!



That Letter from Miss Quon

Last [issue](#) we introduce a new segment entitled “*Help solve the secret*”. We haven’t “*solved the secret*” but we have unlocked an aviation story full of history so let’s recap.

The first article was presented by founding TAHS member and resident historian Lindsay Millar who has come across an envelope that is addressed to Mrs C Hope, Cheshire, England from a Miss Quon, who it is assumed is from Launceston. The historical significance is that the letter was carried as airmail on the first flight from Australia to England in November 1931.





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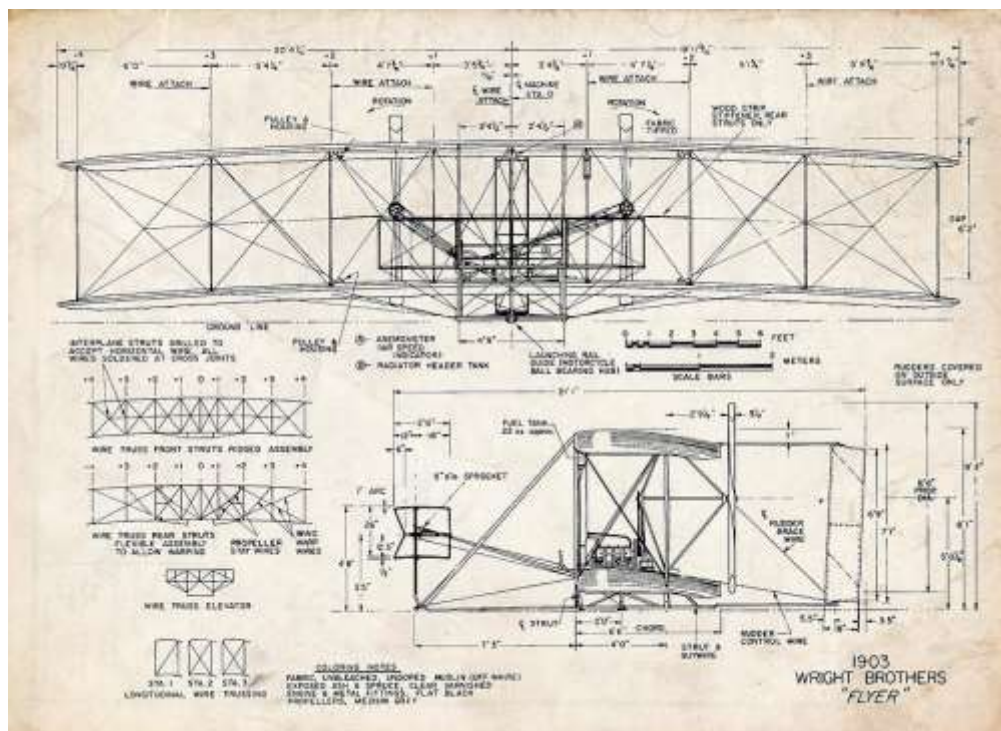
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The secret to this story lies in the address, White Horse Farm. The farm was part of the estate belonging to the Egerton family who were the owners of the Tatton Park Estate. The family was one of England's great families and Maurice Egerton, born in London in August 1874, was the last Baron Egerton of Tatton. He was well known as an aviation and car enthusiast. He was also a friend of the Wright Brothers.

In November 1909 he started his attempts to fly and in December 1909 ordered a Short biplane (similar in design to the Wright Brothers biplane, build No 13), that was delivered in April 1910. In June 1910 he gained a pilot's licence, numbered 11 in the world, on the Short-Wright biplane at Eastchurch.



Photo believed to be Egerton's Short-Wright biplane and below Blueprint of his Wright Flyer





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Later in 1910 he crushed two fingers in the aircraft's engine gears and when barely recovered from a serious crash, almost losing his left leg. Not to be deterred he ordered two further Short machines on March 11 1911: a Short S.35 that was delivered on 12 April 1911 and Short S.59 delivered on 25 November 1912. Whilst we still have not solved the secret of Miss Quon's letter the fact that it's address was on the property owned by Maurice Egerton, who himself was part of aviation's history, and conjures up thoughts as to whether the letter, sent 22 years after Egerton began flying, was pertinent to him, the property or aviation in general and is still a great unknown.

During the years 1909 through to 1911 Egerton was meticulous in his recording of every flight he undertook. Detailing details of the weather, wind and general course taken, particulars of aircraft maintenance and general comments on the difficulties encountered flying this somewhat flimsy aircraft. The society is in possession of this fifty-one page log book document that lists all of Egerton's flights and in itself is a fascinating document detailing his flights and challenges that faced these *"wonderful men in their flying machines"*. Obviously fifty one pages wont fit in our newsletter but anybody wishing to access this document please contact the newsletter editor and we would be happy to email a copy. As for that letter, we will just keep on looking.



Maurice Egerton in his Naval Reserve Uniform



Do You Remember? Australia's Passenger Aircraft and Airports 1950's



TAA F27 Friendship on very short final Parafield Airport Adelaide circa 1950. Before the current airport was built and below a ANA DC4 Perth airport circa 1955.





Do You Remember? Australia's Passenger Aircraft and Airports 1950



TAA DC3 Essendon Airport (above) and DC6's Brisbane Airport (below). Circa 1950





ANSETT-ANA DC3 and Stewardess, late 1950's style



Do You Remember? Australia's Passenger Aircraft and airports 1950

How many of us remember the magic of flying in passenger aircraft in the 1950's?

(Sub-editor note: Wayne - not all of us are old enough to have been around in the 1950s!)

The days when we went into the city terminal of either TAA or ANA, where us and our baggage was loaded onto a bus and transported to the airport and on our return we were again picked up with our baggage and transported back to the city terminals. The magic of this was it was all **free!!**

The days when during the flight children were allowed into the flight deck (cockpit as it was known then) and returned wide eyed and brand new members of the Junior Flyers Club.

When barley sugar was handed out on take off and landing, supposedly to stop the dreaded ear popping.

When at the airport you could actually see your aircraft and it's pilots from the terminal and while walking across the tarmac for loading rather than sitting in a departure lounge and walking down the loading arm.

Unfortunately those days are gone but still remembered by some as "***the good old days of flying***".

SEE YOU AGAIN IN JUNE!!!!!!!