



## TASMANIAN AVIATION HISTORICAL SOCIETY Incorporated

NEWSLETTER    ISSUE 06    WINTER 2021

### Editorial

Welcome to edition number six of the TAHS Newsletter.

As many of you would have seen “Miss Flinders” is now proudly on display at the Launceston Airport and whether you are meeting visitors inbound or saying goodbye to holiday makers the display is worth the trip to see this magnificent aircraft in her rightful home and marvel at the advances made in Australian aviation so many of them from Tasmanian pilots, families and inventors. TAHS would like to take this opportunity to thank everyone, including our volunteer labour, and the assistance provided by the Launceston Airport management and staff involved in the re-assembly, movement and subsequent display of this historic aircraft. The “Miss Flinders” project will shortly be completed when the aircraft is lifted and hung from the ceiling as a permanent display.

This Newsletter also contains the start of a series of regional Tasmanian airports past and present including the West and East Coast of Tasmania including Smithton, St Helens, Bridport and the Bass Strait Islands commencing with the Furneaux Group.

The mystery of Stutt and Dalzell’s disappearance is a real mystery of the 1920’s and we present Part 2 of the Holyman Family and ANA’s development.

Trust you enjoy this edition and remember any comments or new articles drop us a line or email.

Wayne Dearing

Editor


Included in this edition:

- The continuing story of Tasmanian World War 1 Aces and Tasmanian Aviators of No 1 Squadron, AFC
- Tasmanian Aviation Giants – The Holyman Family and the birth of an airline. Part 2 – Ivan Holyman
- Miss Flinders Aircraft Logbooks
- Tasmanian Airports and Airstrips past and present – Furneaux Group
- Mysteries of Aviation - Stutt and Dalzell.
- Japanese Reconnaissance Flight of the “Glen” over Hobart on 01 Mar 1942
- Do you remember?



## Historical Archives of Early Tasmanian Aviators

### Tasmanian Born Air Aces of World War 1

 <small>AUST RALLIUM WAR MEMORIAL 2018 02 006</small>	Eric Douglas Cummings	
	<b>Born:</b>	13 April 1896, Franklin, Tasmania
	<b>Joined:</b>	27 October 1914
	<b>Died:</b>	27 October 1979, Aged 83 years East Roseville, Sydney, NSW
	<b>Serial Number:</b>	1026

Cummings was born to Doctor and Mrs. H. L. Cummings in Franklin, Tasmania, on 13 April 1896. He had a brother, Roy, who would also serve in the Australian Flying Corps with him.

Cummings enlisted on 27 October 1914, giving his profession as cart driver and claiming 15 months prior service in C Company, 93rd Regiment of the militia.

He became a member of the Australian Army Service Corps and was promoted to Sergeant before leaving for the Middle East in December. However, on arrival in the Middle East he was hospitalised with influenza and bronchitis before re-joining his unit and embarking for Gallipoli in August 1915.

He was subsequently posted to France in June 1916, before transferring to the Australian Flying Corps (A.F.C.) in September 1917. Cummings was assigned to train at the flying school at RAF Shawbury. He completed all phases of his training in three weeks and was posted to 2 Squadron AFC.





Although he had yet to score an aerial victory, his rise through the ranks was rapid, and he was appointed Flight Commander on 17 October 1916. He subsequently liaised with the French Ace Rene Fonck in operations against Manfred von Richthofen's Flying Circus.

Details of Cummings' service over the next year and a half are missing but by May 1918, however, he was assigned to 2 Squadron AFC as a Royal Aircraft Factory S.E.5a pilot. On 3 May 1918, he scored his first aerial victory. His brother Roy mailed home a copy of orders describing the action; this was reprinted in *the (Hobart) Mercury* in the Cummings' native Tasmania. This reprint gives a vivid description of early aerial warfare:

*"Lieutenant E. D. Cummings attacked a Triplane and fired a burst from both guns into it. The enemy aircraft immediately went down in a spin, followed by Lieutenant Cummings, still firing. The enemy aircraft then turned on its back, and finally crashed. At this point Lieutenant Cummings was attacked by four Triplanes, who shot away his elevator controls, instrument board, petrol and oil tanks; his machine went down almost out of control, but he managed to keep it out of a spin until it...crashed. His safety-belt broke, and he was thrown clear of the machine into a shell-hole."*

Nothing daunted, Cummings went on to score eight more confirmed aerial wins and rise to the rank of Captain. His bravery would win him a Distinguished Flying Cross, which was gazetted on the 8<sup>th</sup> February 1919:

*"This officer has proved himself an able and determined leader of offensive patrols. In carrying out these raids he has met with conspicuous success, heavy damage being inflicted on enemy material and personnel. This has been due in the main to his brilliant leadership and skilful navigation. Capt. Cummings possesses, in a marked degree, courage, combined with cool judgment."*



**Royal Aircraft Factory S. E. 5a of Number 2 Squadron Australian Flying Corps (AFC)**



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Eric Douglas Cummings's Victories					
Date	Time	Aircraft	Opponent	Result	Location
3 May 1918	1130	Royal Aircraft Factory S.E.5a	Fokker Triplane	Destroyed	Meteren
1 Jun 1918	0900	Royal Aircraft Factory S.E.5a	Pfalz D.III	Destroyed	East of Pozières
31 Jul 1918	1115	Royal Aircraft Factory S.E.5a	LVG reconnaissance plane	Set afire; destroyed	East of Laventie
31 Jul 1918	1115	Royal Aircraft Factory S.E.5a	LVG reconnaissance plane	Driven down out of control	Merville
15 Sep 1918	1720	Royal Aircraft Factory S.E.5a	Albatros reconnaissance plane [1]	Destroyed	West of Macquart
14 Oct 1918	1010	Royal Aircraft Factory S.E.5a	Fokker D.VII	Destroyed	West of Cysoing
14 Oct 1918	1015	Royal Aircraft Factory S.E.5a	Fokker D.VII	Driven down out of control	East of Gruson
14 Oct 1918	1020	Royal Aircraft Factory S.E.5a	Fokker D.VII	Driven down out of control	Hertain
1 Nov 1918	1415	Royal Aircraft Factory S.E.5a	LVG reconnaissance plane [2]	Driven down out of control	Antoing
[1] Victory shared with Ernest Davies					
[2] Victory shared with Ernest Davies					

Eric Cummings returned to Australia, disembarked in Melbourne on 5 January 1919. His appointment was terminated in Hobart on 11 March 1919.

He flew a Sopwith Pup over downtown Hobart on 28 August 1919, an aerobatic exhibition which included eight loops. The exhibition was a public relations stunt to draw a crowd to subscribe to a Peace Loan of £750,000 to care for military veterans. After his departure from Hobart, he barnstormed locally for the Peace Loan, despite engine trouble after departing Launceston for Longford and Devonport on 9 September 1919.

On 11 February 1920 Cummings was invested with the Distinguished Flying Cross by General William Birdwood in Cummings' home town of Franklin.

On 7 June 1923 Cummings was granted a short service commission in the Royal Air Force as a Flying Officer. On 7 June 1928 he was transferred to Class A Reserve of the Royal Air Force; he would remain in the reserves in various capacities until World War II. While Cummings was a reservist he was promoted to Flight Lieutenant on 4 February 1931.

Cummings died in Sydney on the 27 October 1979, aged 83 years.



## **Tasmanian Aviators of No 1 Squadron, Australian Flying Corps**

This informal group portrait of seven Tasmanians of No 1 Squadron, Australian Flying Corps (AFC), standing in front of one of the Squadron's Bristol F2B biplane fighter aircraft.



Left to right: Lieutenant (Lt) W.H. Fysh, (Observer, later DFC); Lt O.M. Lee (MC, Observer); Captain S.W. Addison, (Flight Commander and Pilot, later commanded No 1 Squadron, later OBE); Lt J H Butler, (Pilot); Lt G C Peters, (Pilot, later DFC); Lt A R Brown, (Pilot, later DFC) and Lt Eustace S Headlam, (Observer).

Two of the group Lt Hudson Fysh, and Lt A R (Brownie) Brown, we have met in previous newsletters as Tasmanian Air Aces.

Lieutenant Oliver Matthew Lee was born in Mole Creek on 22 Jun 1888 and enlisted in the Light Horse Regiment in August 1914. He joined AFC and became an observer in December 1917. After joining No 1 Squadron he was posted missing in action in March 1918. He subsequently was acknowledged as a Prisoner of War in Constantinople, (now Istanbul), during April 1918. Lee was awarded a Military Cross in November 1918 for "*distinguished services in the field in connection with military operations in the capture of Jerusalem*" and eventually returned to Australia in December 1918.

Lieutenant John Herbert Butler was born on 19 Jan 1894 in Hobart and enlisted in the 2<sup>nd</sup> Light Horse Regiment in August 1914. He joined the A.F.C. in January 1917 and undertook pilot training in Egypt.

Lieutenant George Clifton Peters was born on 06 May 1894 and was a Hobart school teacher when he enlisted in the AIF in December 1915. In May 1917 he had graduated as a pilot in the A.F.C. In November 1917, he was posted to Egypt.



Captain Sydney Wentworth Addison was born in 1887 in Hobart and joined the A.F.C. in October 1916 where he completed his training and was promoted to Captain and Flight Commander. Addison suffered an unfortunate accident whilst resting in his tent during April 1918. A British pilot, whilst attempting a take-off, lost control of his aircraft and flew into Addison's tent causing a somewhat serious injury to Addison's knee when he was struck by the aircraft's landing wheel. On returning home after the war Addison was awarded an O.B.E *"in recognition of distinguished services during the war."*

Lieutenant Eustace Slade Headlam was born on 26 May 1892 in Bothwell. He was a law student when he enlisted in 1915 and was posted to the 14<sup>th</sup> Company Camel Corp. He transferred to the A.F.C. in April 1917. He qualified as an observer in January 1918, then transferred to No 1 Squadron AFC in February 1918.

### **FROM THE TASMANIAN ARCHIVES**

Before the internet and emails, mail had to be carried by ship to the mainland a journey that could take up to three weeks. From 1931, airmails had been flown between Tasmania and Victoria, but with a surcharge applied. On Tuesday 19 October 1937, Tasmania again recorded another aviation first when the no-surcharge air mail began, and an important page written in the history of Australian communications.



***File photo of ANA DC2 "Loongana" at Western Junction that carried first no surcharge airmail to Tasmania.***





## **Tasmanian Aviation Giants – The Holyman Family**

### **Part 2 – Ivan Nello Holyman (1896 – 1957) and the Birth of an Airline**

In the last newsletter, Part 1 of series on the Holyman Family was presented, which told the story of Victor Holyman and the birth of Tasmanian Commercial Aviation. That article ended with the loss of Victor in crash of the *Miss Hobart*. In Part 2, we start the story of Victor's brother, Ivan, and the birth of Australian National Airways.

Born in August 1896, Ivan was the youngest son of William junior, served at sea as a purser and worked in the firm's offices before joining the AIF as a private in 1914. He had a distinguished war career, serving from the landings at Gallipoli to the last actions of the AIF in France in September 1918. He was wounded four times, twice mentioned in despatches, and was awarded the Military Cross, finishing the war as a company commander at the age of 22 with the rank of Captain.

After the war, Ivan returned to the family shipping business in managerial positions, based in Devonport and then in Launceston.

Following the death of his brother in the *Miss Hobart* crash, the loss of the *Loina* off Whitemark and the force landing of the *Lepena* en-route to King Island, it would have been understandable had Ivan Holyman given aviation away and returned to a career in shipping. Fortunately, he decided to stay in aviation and that the answer to the problem of safety lay in buying "*bigger and better planes.*" His vision was to develop an airline company of sufficient size and financial strength to provide the necessary infrastructure of workshops, engineers and staff.

After the non-fatal accident in Bass Strait to the *Lepena*, Ivan Holyman used his influence with the Australian Government to have an official ban on the importation of US built commercial aircraft lifted. Although it is hard to be definitive about Ivan's responsibility for the change in government policy, such policy being lifted on 30 November 1935, the airline was prepared for the announcement and placed an immediate order for the recently introduced Douglas DC2. It entered service as VH-USY *Bungana* on 18 May 1936 and completely justified the job it had been bought for. It proved Bass Strait could be flown in safety and with the regularity of a suburban train service.

Early in 1936 Ivan Holyman approached the Adelaide Steamship Company, owners of Adelaide Airways, with a view to an amalgamation aiming to become Australia's most powerful airline. Adelaide Airways had recently taken over West Australian Airways and the new combine would thus effectively control airline traffic between Perth, Adelaide, Melbourne and Sydney. With funding from the Orient Steam Navigation Company a new



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**Australian National Airways** was registered on 13 May 1936, and began services under its new name on 1 July 1936 with Ivan Holyman as General Manager. It acquired a second DC-2 VH-UXJ *Loongana* that began a twice-weekly service between Melbourne and Perth on 21 December 1936

The same expansionist philosophy continued after the formation of ANA. The reason for this was not expansion for the sake of expansion, but because Ivan Holyman saw clearly that the key to success in aviation lay in mobilising large amounts of capital to provide the most modern aircraft and develop the routes to use them intensively.

Meanwhile, efforts to expand operations northwards to Queensland were being thwarted by Airlines of Australia (AoA), its main competitor. Established in 1931 as **New England Airways** by G.A. Robinson and Keith Virtue of Lismore, it operated services in northern New South Wales and between Sydney and Brisbane, Queensland, expanding further into Queensland by taking over a number of struggling regional airlines during the mid-1930s. It was restructured as AoA in 1934 with funding by an investment group the British Pacific Trust. In 1936 it introduced Stinson Model A airliners in a regular service between Sydney and Brisbane, and later acquired Douglas DC-2s and Douglas DC-3s. After several months of fruitless negotiations with its financiers, ANA managed to gain a controlling interest in AoA in April 1937, although the two airlines retained separate public identities until 1942. Between them the two airlines operated four DC-2s and four DC-3s by the time of the outbreak of World War II, as well as several other aircraft including nine de Havilland D.H.84s, two D.H.86s and nine DH 89 Rapides.



In 1938 the airline suffered a tragic blow with the loss of the *Kyeema* with all its passengers and crew. Following this disaster an intensive study of the civil aviation systems in Australia was undertaken with a view to the taking of all measures possible to prevent a recurrence.

Out of it came safety provisions which had not existed before the accident and the continual application of the latest scientific aids to navigation. In addition to this ANA set up a School





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of Aeronautics to train pilots in all branches of aviation, including navigation, radio, and engineering.

ANA grew up very much in the image of Ivan Holyman who was constantly displaying his personality, drive, enthusiasm and vision. He was a hands-on boss, he knew everyone connected with the airline and could chat happily with any of them. He was an extraordinarily loyal person and this loyalty was reciprocated by the staff resulting in a sense of excitement and vitality throughout the company.



**Ivan Nello Holyman**

So, ANA had what no other organisation had, a continent-wide range business to keep its planes flying to the optimum, and the ground organisation to ensure the two prime essentials of civil flying, safety and reliability.

Then came World War 2 – which is the next chapter of the story,



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**ANA DC-2 VH-UYB "Pengana" at the ANA terminal Essendon Aerodrome Circa 1937**



## “Miss Flinders” – The Continuing Story

### Aircraft Log Books

In the December 2020 newsletter, “Miss Flinders” departed Tasmania on 11 June 1935 for Sydney, where it had been sold to De Havilland Aircraft. Over the next three decades it went through a number of owners before being struck off the Civil Aviation plane register in 1961. A list of owners is maintained on our [website](http://www.tahs.org.au).

When “Miss Flinders” was donated to the TAHS, it also came with its first two aircraft logbooks (1930 to 1948) and its first Engine logbook (1930 to 1938). This article shows some of the logbook entries.

The first aircraft log book records the initial owner, “Hugh Cahill, Iona Engineering, Works, Dublin, Irish Free State”, its various registrations, and some of the later owners.

**AIRCRAFT.**

Type *Desoutter Monoplane Mk II*  
Category *Normal* Sub-division *A to E*  
Nationality and Registration Marks *British* ~~EI- AAD~~ *G-ABOM.*  
Certificate of Airworthiness *AUST. YH-UEE*  
*YH-FQE.*

Certified correct *P.W. Evenson.* Date *30.8.1930.*  
*L. Burch, Baradine, N.S.W.*

**OWNER.**

Name *Hugh Cahill*  
Address *Iona Engineering Works, Dublin*  
Nationality *Irish Free State. British*

**CONSTRUCTOR.**

Name *Misses Desoutter Aircraft Co Ltd*  
Address *Aerodrome Broydon*



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The first flights of the aircraft, including from UK to Baldonell aerodrome in Dublin, are recorded on the first page.

DATE. (1)	HOUR. (2)	TIME IN AIR (3)		TIME SINCE OVERHAUL (4)		
		HRS.	MIN.	HRS.	MIN.	
Brought Forward						
30-8-30			30			First flight.
1-9-30			10			Local Croydon.
"			5			"
"			10			"
2-9-30			25			"
"		1	40			Croydon - Grimsby.
3-9-30		1	45			Grimsby - Croydon.
4-9-30		1	0			Croydon - Bicester.
"		1	15			Bicester - Sealand
5-9-30			10			Local - Weather test
5-9-30		1	45			Sealand - Baldonell.
5-9-30			15			Baldonell Local.
8-9-30			10			Engine Test.
10-9-30			45			Baldonell to Skerries etc.
10-9-30			25			Return to Baldonell.
25-9-30		1	45			Baldonell to Manchester via Port Via Holyhead
Carried Forward		12	15			

Jeffrey and Jenkins undertook a flight to Europe before they flew to Australia:

DATE. (1)	HOUR. (2)	TIME IN AIR (3)		TIME SINCE OVERHAUL (4)		
		HRS.	MIN.	HRS.	MIN.	
Brought Forward		69	55	6	05	
20-11-31			45	6	50	Grosvenor Simpson from down of clouds
20-11-31		1	00	7	50	Lymington to Ostend
21-11-31		1	50	9	40	Ostend to Culmborg
22-11-31			30	10	10	Culmborg to Rotterdam
23-11-31		2	00	12	10	Rotterdam to Lymington
25-11-31			35	12	45	Lymington to Croydon
5-12-31			30	13	15	Croydon to Heston
7-12-31			15	13	30	Heston to Croydon
23-12-31			15	13	45	Croydon Test after engine overhaul.



Lawrence Johnson records his first flights from 11 March 1932:

AIRCRAFT V4-UEE.		Decouther Mark II				
DATE. (1)	HOURS. (2)	TIME IN AIR (3)		TIME SINCE OVERHAUL (4)		
		HRS.	MIN.	HRS.	MIN.	
1932 Brought	Forward	225	40	158	40	
March 11.			25	159	05	Flight test Inverdon
" 12.		1	00	160	05	Preceding
" 13		3	20	163	25	"
" 14		3	15	166	40	Inverdon to Launceston
" 14			10	166	50	Test.
" 15			10	167	00	Preceding.
" 16		1	00	168	00	L'lon to Hobart
" 17		1	40	169	40	Preceding.
" 18		2	00	171	40	Hobart to L'lon
" 19		3	00	174	40	Flinders to Brisbane
" 20		3	00	177	40	Flinders. Wreath each case.
" 22		2	15	179	55	Flinders to return
" 23		4	40	184	35	Flinders returns three
" 26			30	185	05	Break of Knight.
" 27			50	185	55	" " 10-min. journey.
" 29		2	20	188	15	Flinders return.
Carried Forward		255	15	188	15	

After a test flight at Essendon on March 11, some “joyriding” flights conducted before flying to Launceston on the 14<sup>th</sup>.

Note also the flight to Flinders Island to pick up an “urgent sick case” on the 20<sup>th</sup>, (the first aero medical evacuation in Tasmania, see our December 2020 newsletter for more details).



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From the second aircraft logbook, dated 28 Feb 1947, is an example of the work undertaken to renewal of the Certificate of Airworthiness:

AIRCRAFT VH-UEE. - DESCUTTER.

ENGINE NO. 107.

DEPT OF CIVIL AVIATION

DATE 28/2/47

Aircraft received in dismantled condition for C. of A. All attachment fittings removed from airframe, cleaned, inspected, chromated and painted; refitted with new bolts. Airframe inspected throughout and new section spliced into top port longeron rear of cabin. Two small hole-patched in three ply on fuselage sides. All paint removed from fuselage cover, retaped, doped and sprayed. Top of fuselage covered with madapolam and taped. *Fabric Renard (upholstery)*

Tailplane opened for inspection and found satisfactory. New ply skin fitted on starb. upper surface, all old paint removed, retaped and painted. Fin inspected and found satisfactory. All fittings cleaned, inspected and chromated and refitted with new bolts.

Wing opened up and inspected. Spars found to be satisfactory; interior condition in good condition. New panels fitted where necessary and small holes patched in ply. Trailing edge repaired at port root end. Wing retaped and sprayed.

Ailerons, elevators, and rudder stripped and inspected, cleaned and chromated where necessary, and recovered. Two new rudder cables fitted.

Undercarriage dismantled, cleaned and inspected. Rubbers found to be O.K. Port undercarriage strut repaired by Airflite Pty. Ltd. New swivel fitting made by De Havillands Pty. Ltd. Axles repaired by De Havillands Pty. Ltd. All struts and fittings chromated and fitted and secured with new bolts throughout. Two new tyres and tubes, supplied by Dunlop, fitted. New fairing made for struts. New pitot head fitted. Tailskid assembly dismantled, cleaned and inspected. Two new check cables fitted. All instruments sent to A.N.A. for repair - R.P.M. C. of R. No. 1491 - Altimeter C. of R. No. 1078 - A.S.I. C. of R. No. 1078 - Compass C. of R. No. 1079 - Oil Pressure Gauge C. of R. No. 1077.

New cross level fitted. Compass swung and deviations noted in log book; new compass deviation card made out. New Airscrew made by G. Adams fitted.

All relevant modifications carried out.

*Compass card fitted as illustrated*

FOR.	STEER.
N 340°	343° -3
NE 45°	42° +3
E 90°	86° +4
SE 135°	130° +5
S 180°	173° +7
SW 225°	225°
W 270°	270°
NW 315°	320° -5

*L. Scanton*

G.E. No. 1131....

Dated 28-2-47...





## **Tasmanian Airports – Past and Present a History**

It became apparent very early in the island's history that Tasmania's isolation required a reliable method of transportation not only to the mainland but intrastate and the islands around Tasmania. With the arrival of aviation the problem was answered. We have visited Launceston, Hobart, Devonport and Wynyard airports, as the state's major hubs, and discussed the enormous contribution provided by Tasmania's early aviators in previous Newsletters. In this and future editions, we are going to visit airfields that in the past served an integral part of Tasmania's economy, future and medical assistance so important to remote locations and their development.

Some of these airstrips you may not have heard of but they all played or are still playing a vital part of the state's way of life. Given one of the major difficulties facing the transportation of goods to and from the state was, and sometimes still is, Bass Strait so it is appropriate to commence this series with the islands of this stretch of water and we begin with the:

### **THE FURNEAUX GROUP**





## **Tasmanian Airports – Past and Present a History**

### **THE FURNEAUX GROUP**

The **Furneaux Group** is a group of approximately 52 islands located at the eastern end of Bass Strait, between Victoria and Tasmania. The largest islands in the group are Flinders Island, Cape Barren Island and Clarke Island.

With the completion of the Western Junction aerodrome in 1930 and commercial flights to Essendon commencing the following year, the Flinders Island Municipal Council was active in establishing a landing strip for commercial aircraft and air mail services to use.

The Council initially used the property of Mr A. G. Woodside at Trousers Point, about 8 kms south east of Whitemark as a landing strip, which was ready for use in March 1932.

Lawrence Johnson initiated his Western Junction to Flinders Island service with “*Miss Flinders*” on 19 March 1932. Tasmanian Aerial Services, which later became Holyman’s Airways, subsequently undertook regular services between Western Junction, Flinders island and Essendon.

The Council then built a permanent aerodrome after purchasing ground at St Pats River and undertook significant clearing and sowing of new grass throughout 1934. On 18 December 1934, the Holyman’s Airways “*Miss Launceston*” was the first plane to land on the new aerodrome. (This was the regular bi-weekly service between Western Junction and Flinders Island). The aerodrome was officially opened on 16 February 1935. Runway 05/23 was further extended in 1939 and runway 32/14 constructed during 1944/45.

Today the airport consists of two now sealed runways of 1,720 metres (32/14) and 1070 metres (05/23) in length, a full instrument approach sequence and, with prior notice, runway lights for night operations.

The airport is still owned and operated by Flinders Island Council. It has a modern terminal and is serviced by Sharp Airlines and various cargo aircraft operators, light aircraft visitors, from both Tasmania and the mainland, and most importantly a 24hour service provided by the RFDS that has delivered medical relief and repositioning for many of the island’s inhabitants.



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***ANA Building at St Pats River Aerodrome (Photo compliments of the Brammall family.)***



***ANA DH.89 Dragon Rapide "Moogana" (Photo compliments of the Brammall family).***

A secondary airstrip is located at Lady Barron some 28 kms south of Whitemark. The township is the island's second largest settlement and boasts two airstrips. The larger strip, north east of the township, consists of a gravel strip (07/25) and parking together with a small terminal building and is 1300 metres in length. It can accommodate light twin engine aircraft and is regularly visited by freight and sight seeing aircraft. Two secondary grass airstrips, (15/33 and 10/28) of 1000 and 650 metres respectively, suitable only for light aircraft can be found to the west of the Lady Barron strip.



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Further north we have Killiecrankie which again is a east/west gravel and grass strip used by visiting aircraft and the locals inhabitants.

South lies Cape Barren Island and this island boasts a 1000 metre gravel runway suitable for light twin engined aircraft. Additionally there are two grass cross strips suitable for light aircraft. The island is regularly visited by the RFDS in addition to charter and freight aircraft that provide services to the indigenous polulation of the island.

South of Cape Barren lies Clarke Island, mainly uninhabited, but still with two grass strips of 424 metres each in length, however, their condition and serviceability are unknown. In the past they did provide the facility for the delivery of supplies and equipment by light aircraft for the farming families that inhabited the island.



**View of Killiecrankie Aistrip facing east**



**View of Cape Barron Airstrips**



**Flinders Island Airport facing east with runway 05/23 clearly visible.  
Runway 14/32 can just be seen in the foreground**



Off the west coast of Flinders Island lies several smaller islands that play a part in Flinders Island's economy and were, and still are, accessible only by small boats or light aircraft. Islands such as Badger and Prime Seal still have airstrips used by the local Flinders Island farmers who fly in to check their grazing cattle and sheep.

One island that has some notoriety is Chappell Island, just north east of Badger Island, and whilst there is an airstrip on the island it is in poor repair and attracts very few visitors. The island's notoriety does not lay solely in the airstrip condition but rather in the local population.



***One of the local population sunbaking. Chappell Island is the home of very aggressive and highly venomous Tiger Snakes known to grow to over two metres in length.***

The arrival of the helicopter has made access to many of the smaller islands far easier than in the past, however, because of the island group's location weather plays an important role in aviation.

Situated in the roaring forties these strong west to east air currents are caused by the combination of air being displaced from the equator towards the south pole, the earth's rotation and the scarcity of land masses to serve as wind breaks. These factors can make flying into the island group a significant challenge.

Notwithstanding the challenges of the island group's remoteness and weather aviation has historically and will in the future continue to play an important part in the economy, development, education and provision of health services for the island's population.





## **Mysteries of Aviation**

### **De Havilland DH9a – Captain Stutt and Sergeant Dalzell**

This mystery is not so much a mystery, but all the “firsts” and “seconds” associated with the tragic “mystery”.

The date is September 1920, before we get to the mystery, we need to set the aviation scene.

Lieutenant Arthur Long had flown from Stanley in northwest Tasmania to Victoria on 16 December 1919 to become the first airman to fly across Bass Strait. No one else had flown the strait since then.

The Australian Flying Corps (the predecessor to the RAAF which would be established the following year) operated the Central Flying School at Point Cook, to the west of Melbourne. Its main aircraft were De Havilland DH9a biplanes. These were two-seater light bombers, with a V12 water cooled engine, developed at the end of the Great War. Britain had given the planes to Australia as part of the Imperial Gift to help it establish its own air force.

Ray Parer and John Macintosh had piloted a DH9 from England, arriving on Darwin in August 1920, after 8 months with many mishaps, to be the second plane to fly from England to Australia.

The wooden Schooner “Amelia J.”, owned and operated by Henry Jones & Co (IXL Jam), had sailed from Hobart to Sydney and then onto Newcastle to collect a load of coal, before setting out for Hobart on the 21 August 1920. The schooner, with a crew of 12, was expected to take between 7 and 10 days to sail to Hobart.

Now on to our story.

By mid-September, when the “Amelia J.” had not arrived in Hobart, and no sightings had been made of her since she left Newcastle, the owners and the Tasmanian Government were very concerned about the safety of the ship and crew. Representations were made by the Premier to the Defence Department requesting a naval and air search to be conducted along the Bass Strait Islands.

After initially refusing, the Defence Department then agreed and the Commandant of the Central Flying School, Major William Horton Anderson, was requested to send two planes as part of the search. They planned to fly from Point Cook to Wilsons Promontory, then across to Flinders Island, down the East Coast of Tasmania and then on to Hobart. The following day, they planned to fly back along the same route. They would conduct an aerial search of the coastline for any signs of the Schooner or its crew.

Thus the first aerial search in Bass Strait and the coast line of Tasmania was underway.

The Central Flying school at Point Cook had three DH9a planes in service at the time, and four pilots were available. Volunteers were called for, with Major Anderson taking one of





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the planes (as he was the only single man) and Captain Stutt volunteered first to take the second plane. Each pilot was accompanied by a mechanic, Sergeant Chester with Anderson and Sergeant Dalzell with Stutt. (Sergeant Dalzell was born in La Trobe).

They departed the following day, 23 September 1920, leaving Point Cook at 11.55 a.m. and stopped at Alberton in Victoria, before flying down to Wilsons Promontory, and across to Flinders Island. They flew at 15,000 feet, which gave them about 50 miles of visibility. The orders were that both planes would stay in visual contact, so if one plane was forced to land, the other could advise the authorities of their position.

Major Anderson's plane was equipped with a wireless transmitter, with Flinders Island W/T station organised to monitor for any signals from the plane. Both planes had rudimentary life vests and motor-cycle tyres for flotation in the event of a forced landing in the sea.

At Vansittart Island, near the northeast corner of Cape Barren Island, Anderson, circled lower to investigate a wreck on the beach. He reports its location by W/T, and then returned to his southerly course but could not see the other plane. (They had sighted an old wreck which was a local landmark).

The plane and Captain Stutt and Sergeant Dalzell were not seen again. Here is our Mystery.

Anderson thought it probable that they had gone ahead, so he continued on their planned route. He flew to Cape Portland on the northeast tip of Tasmania and continued down the coast to the Eddystone lighthouse. Finding no signs of any vessels in distress, he then flew inland to Brighton, just north of Hobart.

Thus, Bass Strait had been flown across for the second time by Major Anderson with Sergeant Chester, his mechanic, and the first time from North to South.

Not finding Captain Stutt at the pre-arranged landing site, Anderson telephoned the Launceston Police and informed them of the missing airplane. He requested that all coastal stations be alerted to be on the lookout for Captain Strutt, believing he would have made a successful forced landing along the coast somewhere.

Now the search has been expanded to be looking for a Schooner and a plane.

It was soon established that residents on Cape Baron Island had seen the two planes, but those on Swan Island, just to the east of Cape Portland, had only seen one plane on the 23 September.

Major Anderson later surmised that it was most likely that the other plane went to investigate a possible sighting to the east. On the day there was a strong north westerly wind blowing, creating "white horses" on the sea. They may have thought they saw a white hull of a vessel. The engine might have then failed when he was out of gliding distance to land. The prevailing wind and current, (which were north westerly), would have prevented any traces of the plane drifting ashore. Major Anderson then flew to Launceston on the following day, using a landing strip at Trevallyn. He commenced a series of aerial searches of the Bass Strait Islands, the northeast coastline of Tasmania, and the inland area. At the same



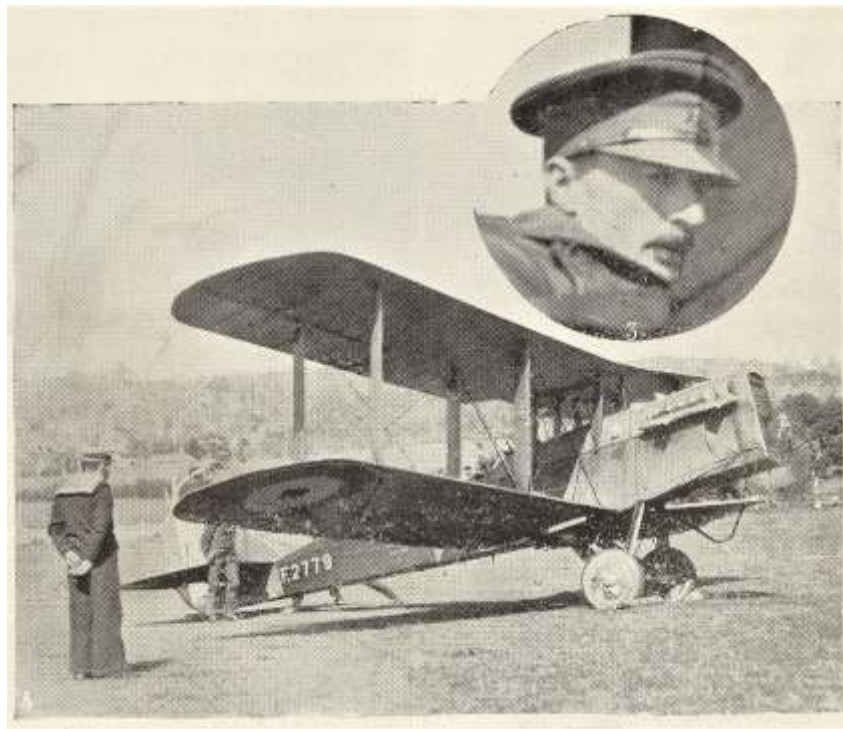
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time, two navy ships searched the same coastline, and an extensive land search was also conducted. All without finding any signs of the missing schooner or plane. On the 01 October, their flight of 6 hours 15 minutes searched Gould's Country and the St Helens area. This was a new Australian record for flight duration, passing the previous record of 5 hours and 10 minutes.

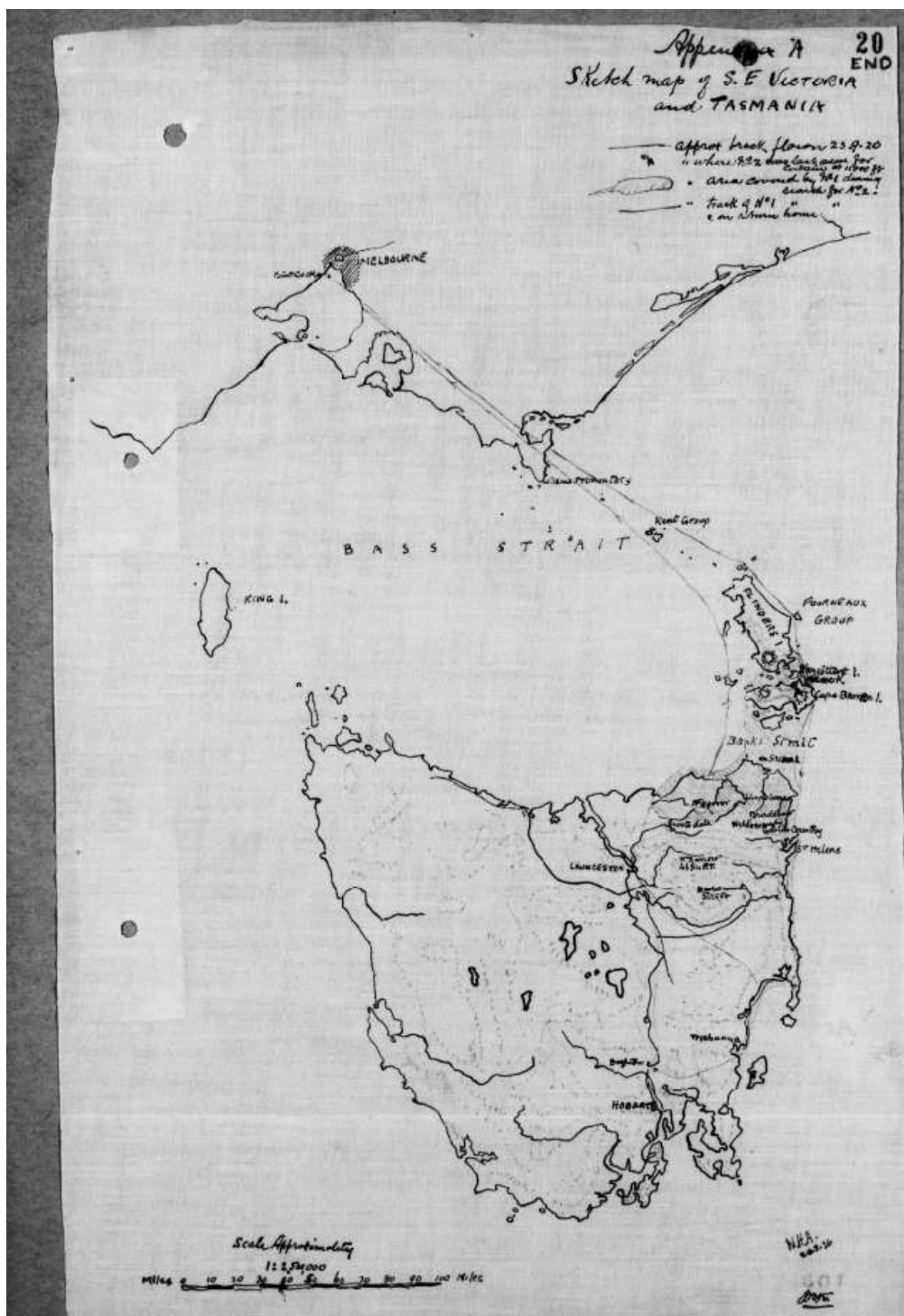
After three and a half weeks, the search was called off. Major Anderson had flown between 60 and 70 hours during the search. He departed Launceston on the 17 October and returned to Point Cook, taking the same route across Flinders Island and Wilsons Promontory.

The loss of Captain Stutt and Sergeant Dalzell was the first loss of personnel from the Australian Air Corps / RAAF. To honour their memory, Stutt Street and Dalzell Road were named at Point Cook.



**Major Anderson (insert) and his DH9a plane. Weekly Courier, 07 October 1920**

The DH9a plane used by Major Anderson, which later had the RAAF serial No A-17 was in use by the RAAF till early 1930. It was the longest serving Imperial Gift aircraft.



Hand-drawn map of Tasmania as drawn by Major Anderson, showing the search area



## **HISTORY FROM THE TASMANIAN ARCHIVES**

### **1952 - Sisters Gain Their Wings**

Misses Honora and Brigid Atkins, Devonport, were among the 14 members of the Tasmanian Aero Club who gained private pilot licences.

Miss Brigid Atkins, who is 17, is believed to be the youngest Tasmanian female holder of a licence in Australia. She is a daughter of Mrs. E. I. Atkins, James St., Devonport, who was the first woman to obtain her licence, and a niece of Captain Ivan Holyman, chairman of directors of Australian National Airways. The sisters intend to enter commercial aviation.

### **1953 - Tasmanian Aero Club's New Purchase**

The three Tiger Moth aircraft purchased from the Civil Aviation Department by the Tasmanian Aero Club arrived at Western Junction on Thursday 04 September 1953. Because the new Moths are fitted with radio, they will be permitted to use the runway, and will be able to fly in fairly bad weather.

The new Tiger Moths have many advantages over other aircraft used by the club. They will be able to operate in winds 10 m.p.h. faster than with other trainers. There is an enclosed cockpit for all-weather flying, which should help considerably to increase the club's yearly flying hours.

The Tiger Moths also offer the advantage of being far more stable on the ground than the average trainer. This means that the pupil will find it easier to land and take off. Mr. R Munro, the club's flying instructor, giving this information, said that the planes would be available for club work immediately.

The new aircraft, which will be painted in the club colours, were flown from the mainland by Messrs. Neil Beattie, E. J. Walkern and W. Stevens. Navigators were Messrs. Munro and John Sidnell. The club now has nine Tiger Moths, two Austers, and two Wacketts.

### **1954 – Missing airman safe and sound**

After surviving a risky forced landing on Lonely Trefoil Island, off the Far North-West Coast, working all night on the motor of his aircraft, and making a hazardous take-off, Mr. Karl Jaeger, of Smithton, flew home safely to allay fears for his safety.

A Lincoln bomber from Sale R.A.A.F. Station in Victoria and a Tasmanian Aero Club Auster from Launceston were already searching for him when Mr. Jaeger landed at Smithton. The search was immediately called off by the Civil Aviation Authority.



## JAPANESE RECONNAISSANCE FLIGHT OF THE "GLEN" OVER HOBART ON 1 MARCH 1942

The **Yokosuka E14Y** (Allied reporting name **Glen**) was an Imperial Japanese Navy reconnaissance seaplane transported aboard and then launched from Japanese submarine aircraft carriers such as the *I-25* during World War II.



*A Yokosuka E14Y "Glen"*

The E14Y was used for several Japanese reconnaissance missions during the Pacific War including this one over Hobart.

In February 1942 the Japanese submarine *I-25*, under the command of Captain Meiji Tagami, was off the northern tip of King Island in Bass Strait, where an E14Y was launched on a reconnaissance flight. The pilot, Warrant Flying Officer Nobuo Fujita and the observer/gunner Shoji Okuda, completed a recce flight in their "Glen" float plane over Melbourne and Port Phillip Bay from the submarine on 26 February 1942. They were airborne for three hours, during which time they successfully flew over Port Phillip Bay and observed the ships at anchor off Melbourne before returning to land on the aircraft's floats beside the submarine, where it was winched aboard and disassembled.

Captain Tagami then pointed Japanese submarine *I-25* back down the coast of Tasmania travelling on the surface. They decided to initiate a further reconnaissance flight from Great Oyster Bay which is located about halfway up the east coast of Tasmania. The bay is about 35 kms long by 15 kms wide and is protected by the red granite cliffs and steep headlands of the Freycinet Peninsula and Schouten Island. Tagami brought *I-25* into the large bay under a full moon.

Fujita decided to take off from the water rather than use the catapult on the front deck of the submarine and the "Glen" floatplane was withdrawn from the waterproof hanger at the front of the submarine, assembled, and lifted into the water. Two hours before dawn, Fujita and Okuda were heading south for Hobart. Once he was well south of Cape Pillar, Fujita





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turned north west and went around the Tasman Peninsula. He then made another sharp turn and approached Hobart from a southerly direction.



***Warrant Flying Officer Nobuo Fujita***

With the full moon, they could easily spot all the fishing boats and coasters on the Derwent River. They spotted the glow of a furnace at a foundry and saw a white concrete road leading away from Hobart. They could see Mount Wellington looming over the beautiful city of Hobart and also saw five cargo ships at anchor but no warships.

Fujita retraced his course back to the submarine arriving back just after dawn. As they were preparing to lift the aircraft on to the deck of the submarine, Tsukudo spotted a small freighter steaming southwards. After some anxious moments it became apparent that the steamer had not seen the Japanese submarine and Hobart's World War 2 incident came to an end.





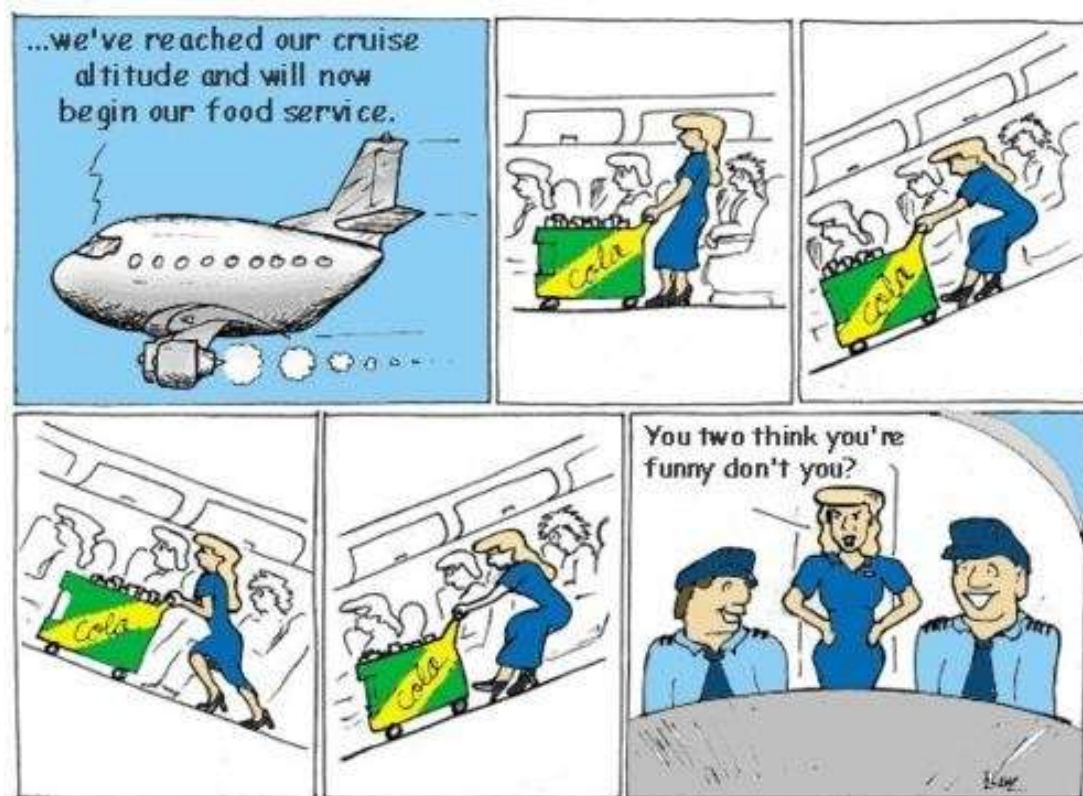
## AVIATION HUMOUR



- There are optimists and pessimists in aviation. The optimist invents the aeroplane, and the pessimist invents the parachute.
- Two hunters got a pilot to fly them to Canada to hunt moose. They bagged six. As they started loading the plane for the return trip, the pilot said the plane could take only four moose. The two lads objected strongly. "Last year we shot six and the pilot let us put them all on board. He had the same plane as yours" Reluctantly, the pilot gave in and all six were loaded. However, even with full power, the little plane could not handle the load and went down a few moments after take-off. Climbing out of the wreckage, Brian asked Tommy, "Any idea where we are?" "I think we're pretty close to where we crashed last year Brian"
- In an attempt to keep the passengers from standing or moving around before taxiing was completed the Flight Attendant of an internal flight, allegedly in the USA, said over the PA: "Ladies and Gentlemen. Our pilots FLY much better than they DRIVE so please remain seated until the captain finishes taxiing and brings the aircraft to a complete stop at the terminal."



## AVIATION HUMOUR



- A Flight Attendant's comment after a less than perfect landing; "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."
- Flight Attendant's commencement of safety brief to get your attention: "There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane so please may I have your attention."
- Pre-flight briefing from Canadian Air Force Pilot to new trainee pilot: "If you hear me yell "Eject, Eject, Eject", the last two will be echoes. If you stop to ask "Why?", you will be talking to yourself."
- One day, the pilot of a single-engine Cherokee was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."



## AVIATION HUMOUR



***AN IRISH MET BRIEFING FOR PILOTS***





## AVIATION HUMOUR



Air Force pilots have always wondered why Navy planes need tail hooks. Well, here's the answer. After a tough day of flying on an aircraft carrier, the planes are always washed, and they use the hooks to hang the planes over the side to dry.

Now you know...



## **DO YOU REMEMBER AUSTRALIA'S HISTORY?**

- 1917** In March Lt F.H. McNamara of No 1 Squadron AFC became Australia's only World War 1 pilot to be awarded the Victoria Cross.
- 1928** Australian aviator Bert Hinkler, in an Avro Avian, became the first person to fly solo from England to Australia. The flight took fifteen and a half days.
- 1933** In June Australian aviatrix Lores Bonney became the first woman to fly solo from England to Australia.
- 1936** The Australian aircraft industry began with the establishment of the Commonwealth Aircraft Corporation (CAC), which went on to manufacture Australia's first aircraft, including the Wirraway and Boomerang.



**Australian made Boomerang Aircraft**



## **DO YOU REMEMBER AUSTRALIA'S HISTORY?**

- 1942** In February Japanese aircraft first bombed Darwin with attacks continuing until November 1943. In March the town of Broome suffered Australia's second worst raid when seventy people were killed and twenty four aircraft destroyed.
- 1954** In April Qantas Empire Airways' first Super Constellation was delivered with the first flight to London departing in August.
- 1960** In July Australia's first aircraft hijack occurred. TAA's Lockheed Electra was flying between Sydney and Brisbane when a passenger threatened to blow up the aircraft. He was eventually subdued and the aircraft and passengers landed safely.
- 1961** Australia became the first nation in the world to make the fitting of a "Black Box" in each commercial aircraft mandatory.



**The Tasmanian born inventor of the "Black Box" David Warren**

- 1964** In October the first Boeing 727s for TAA and Ansett- ANA arrived in Sydney with the Ansett-ANA aircraft, (VH-RME), captained by Tasmanian born Capt Arthur Lovell.
- 1977** In April East-West Airlines became the first major airline to offer credit card facilities when it began to accept Bankcard.







*That's all for this issue. Trust you enjoyed the read and if you have any comments or historical article's please contact us, we would love to hear from you.*



**SEE YOU IN SEPTEMBER**