



TASMANIAN AVIATION HISTORICAL SOCIETY Incorporated

MISS FLINDERS AIRCRAFT LOG BOOKS

“Miss Flinders” Aircraft Logbooks

Author: C. Byrne, August 2021

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 M11-II*
Category *Normal* Sub-division *A to G*
Nationality and Registration Marks *British* ~~EI- AAD~~ *G- ABOM*
Certificate of Airworthiness *AUST. YH-0EE*
U11-00E

Certified correct *P.W. Evenson* Date *30.8.1930.*

L. Burch, Paradise, N.S.W.

OWNER.

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

CONSTRUCTOR.

Name *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.

AIRCRAFT <i>Desoutter Monoplane MKII</i>						
Date (1)	Hour (2)	TIME IN AIR (3)		TIME FROM OVERHEAD (4)		
		HR.	MIN.	HR.	MIN.	
	Brought Forward					
30-8-30			30			Test flight
1-9-30			10			Local Croydon.
-			5			" "
-			10			" "
2-9-30			25			" "
"		1	40			Croydon - Gainsby.
3-9-30		1	45			Gainsby - 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 Air Port via Holyhead
	Carried Forward	12	15			

For more information on the Miss Flinders in Ireland, please refer to [TAHS 2020.0003](#).



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

AIRCRAFT *B ABOM. desoutter Monoplane Mark 71*

DATE (1)	HOUR (2)	TIME IN AIR (3)		TIME SINCE OVERHAUL (4)		
		HRS	MIN	HRS	MIN	
	Brought Forward	09	55	6	05	
20. 11. 31			45	6	50	Croydon Lympne fixed down by clouds
20. 11. 31		1	00	7	50	Lympne to Ostend
21. 11. 31		1	50	9	40	Ostend to Culemborg
22. 11. 31			30	10	10	Culemborg to Rotterdam
28. 11. 31		2	00	12	10	Rotterdam to Lympne
25. 11. 31			35	12	45	Lympne to Croydon
5-12-31			30	13	35	Croydon to Heston
7-12-31			15	13	30	Heston to Croydon
23-12-31			15	13	45	Croydon Test after engine overhaul.

For more information on the journey to Australia, please refer to [TAHS 2020.0006](#).



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Lawrence Johnson records his first flights from 11 March 1932:

AIRCRAFT V#-UEE.		Decouster Mark II		TIME IN AIR		TIME SINCE OVERHAUL		
DATE	HOURS	(3)		(4)				
		HRS.	MIN.	HRS.	MIN.			
1932 Brought	Forward	225	40	158	40			
March 11.			25	159	05			Flight test Essendon
" 12.		1	00	160	05			Joyriding
" 13		3	20	163	25			"
" 14		3	15	166	40			Essendon to Launceston
" 14			10	166	50			Test.
" 15			10	167	00			Publicity.
" 16		1	00	168	00			L'Isle to Hobart
" 17		1	40	169	40			Essendon
" 18		2	00	171	40			Hobart to L'Isle
" 19		3	00	174	40			Essendon to Bridport
" 20		3	00	177	40			Flinders. Urgent Sick Case.
" 22		2	15	179	55			Flinders to return
" 25		4	40	184	35			Flinders returns twice
" 26			30	185	05			Paul J Knight
" 27			50	185	55			" " 10-min joyride.
" 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 14th.

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

For more information on "Miss Flinders" in Tasmania, please refer to [TAHS 2020.0010](#).



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The log books details the maintenance carried out on the plane and its engine(s).

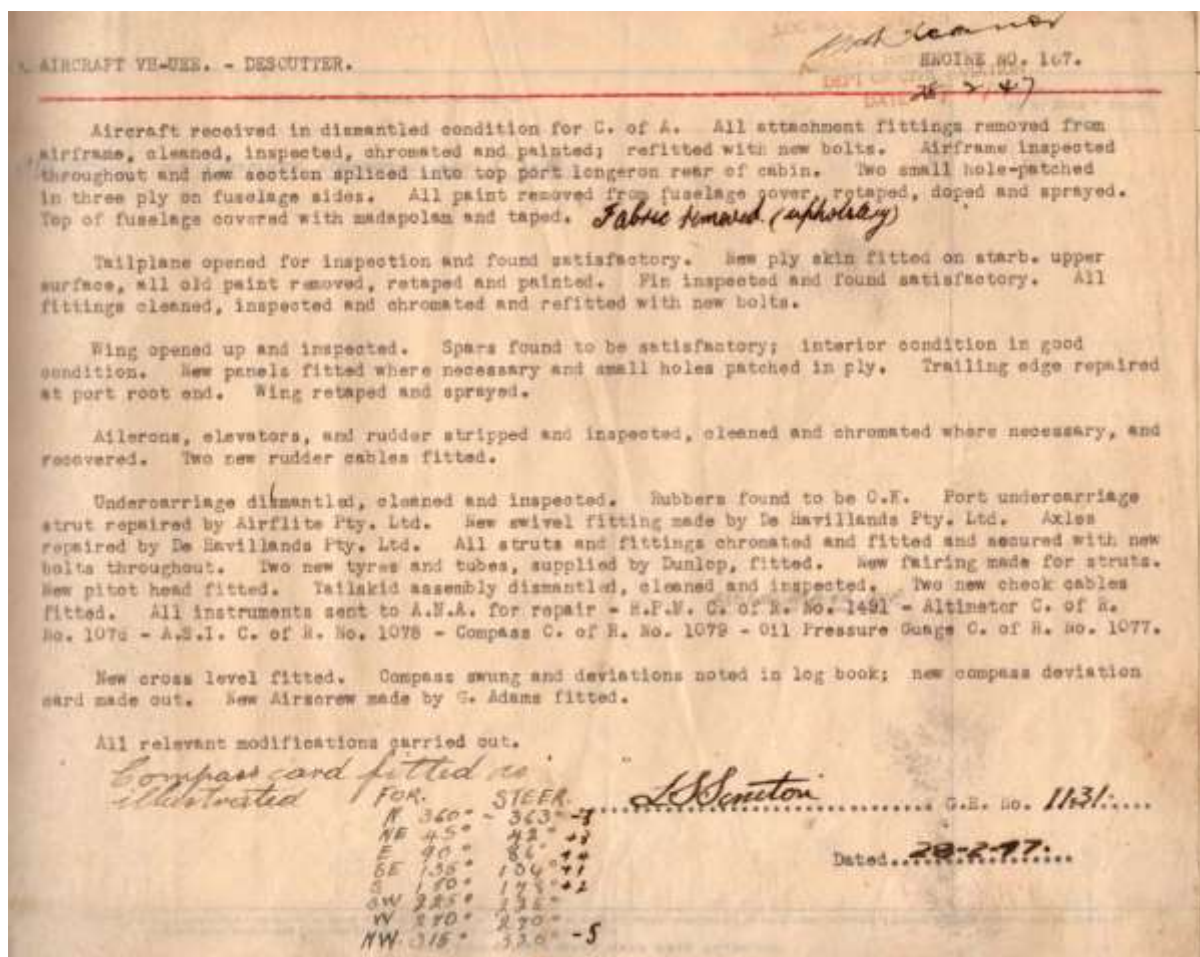
An example is the rebuild of the plane after the Second World War by Alan Brierley Smith at Wollongong.

On the 9th of February 1941, the plane was dismantled and placed in storage for the duration of the war by its owner Charles Pratt. After the war, it was sold to Wollongong and South Coast Aviation Services.

We are grateful to his son, Terry Smith, who remembers:

Dad and another fellow took a trailer down to Melbourne to recover a single wing enclosed aircraft, the Desoutter, and pulled it with a jeep back to McKellars Garage in Wollongong to rebuild it and repair wing damage etc and install an altered engine, a Gipsy Major. This plane then went into service for South Coast Airways.

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



The plane undertook a test flight from Albion Park Aerodrome at Wollongong. It then flew extensively on local flights and also to Mascot aerodrome in Sydney.



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In April 1947, Alan Smith undertook the 25-hour service:

25 hourly inspection carried out: as per attached schedule. A.B. Smith 2053.

The following month, the undercarriage was repaired:

UPC damaged on landing. 11.5.47. 50 hourly inspection carried out as per schedule. A.B. Smith 2053. New Starboard (H.A.) undercarriage fitting made by Marshall Airways fitted. New Starboard front left strut made by Marshall Engineering fitted. New left shock strut repaired by Marshall Engineering. Strut fairing repaired. New 1/2 inch bolts fitted where necessary. Aircraft flown and found O.K. A.B. Smith 11.5.47 2053.

10.6.47 New Tailskid shoe fitted. Shimmed to 574" removed 1/2" installed + checked. A.B. Smith 10.6.47 G.E. 2053.

His last service entry was on 6th June 1947:

FULL DETAILS OF REPAIRS, OVERHAUL, &c.	DISPUTED AND CERTIFIED AS IN NOTES * BELOW.																								
<p>6.6.47. Compass base repaired and compass rezeroing. The following deviations were noted.</p> <table border="0"> <tr><td>N. 360°</td><td>- 359°</td><td>+1</td></tr> <tr><td>NE 045°</td><td>- 046°</td><td>-1</td></tr> <tr><td>E. 090°</td><td>- 092°</td><td>-2</td></tr> <tr><td>SE 135°</td><td>- 133°</td><td>+2</td></tr> <tr><td>S 180°</td><td>- 180°</td><td>=0</td></tr> <tr><td>SW 225°</td><td>- 225°</td><td>=0</td></tr> <tr><td>W 270°</td><td>- 268°</td><td>+2</td></tr> <tr><td>NW 315°</td><td>- 312°</td><td>+3</td></tr> </table>	N. 360°	- 359°	+1	NE 045°	- 046°	-1	E. 090°	- 092°	-2	SE 135°	- 133°	+2	S 180°	- 180°	=0	SW 225°	- 225°	=0	W 270°	- 268°	+2	NW 315°	- 312°	+3	<p>A.B. Smith 6.6.47 2053 G.E.</p>
N. 360°	- 359°	+1																							
NE 045°	- 046°	-1																							
E. 090°	- 092°	-2																							
SE 135°	- 133°	+2																							
S 180°	- 180°	=0																							
SW 225°	- 225°	=0																							
W 270°	- 268°	+2																							
NW 315°	- 312°	+3																							
<p>50 hourly inspection carried out as per attached schedule 20.6.47 A.B. Smith. A.C.D. 2053.</p>																									



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Biography of Alan Brierley Smith

by his son, Terry Smith

He started work as an Office Messenger Boy at Department of Civil Aviation in 1938 at the age of 14 working for a Mr. Hedgecock. Miss O'Connor, who was the assistant, put in a good word for Dad to Leo Turl and Leo apprenticed him as a Ground Engineer with Airflight about 4-6 months after he started as messenger boy. Airflight had two hangars at Mascot and he ended up working on the running side doing extra time. He worked splicing cables for Airflight as they won the contract for seat harness cables for Beauforts (Fred Armstrong was the ground engineer at Airflight at this time) and another woman worked wrapping and checking the cables. During the war he was in charge of civilians older than him because of his trade experience. At the end of war, like many others at Mascot, he was laid off.

After this he went barnstorming with Alan Murray and Leo ??? in Goulburn. He slept in a hangar on Goulburn aerodrome in the winter of 1946 (very cold). They flew over the Rocky Hill memorial in Goulburn and dropped a wreath on Anzac Day 1946.

He then joined South Coast Airways and undertook the rebuilding and maintenance of the Desoutter VH-UEE from February to June 1947 at Albion Park Wollongong.

He then moved back to his parent's home in Pagewood (Sydney) when he joined Adastra Aerial Surveys at Mascot. His time with Adastra was before and just after his marriage on 8th May 1948, so he was with Adastra from 1947-1948 for about twelve months.

After Adastra, he moved to Wollongong and South Coast Airways in 1948 as Chief Engineer and also spent time at East-West in Tamworth. He worked for East-West until October 1953 when his father (a Gallipoli and Western Front veteran) died and Dad and the rest of my family returned to Pagewood.

He joined Kingsford Smith Aviation in 1953 but only stayed a short time and soon joined TAA until about 1965. He held a joint licence on both airframes and engines so he was often called upon to go to Melbourne to TAA's "College of Knowledge" for orientation on new aircraft.

About 1965, he joined Victa as Chief Inspector and was involved in the design of the Victa Air Tourer (a two seat enclosed cockpit trainer) and in developing the Air Cruiser. Shortly before Victa's demise, he joined the Department of Civil Aviation again, this time as an Airworthiness Surveyor/Inspector and became Senior Airworthiness Inspector before his retirement in 1983. He worked from Bankstown, Mascot and from Sydney and was with them when known as DCA and DOT (Air).

Other career highlights:



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Dad and another fellow took a trailer down to Melbourne to recover a single wing enclosed aircraft, the Desoutter, and pulled it with a jeep back to McKellars Garage in Wollongong to rebuild it and repair wing damage etc. and install an altered engine, a Gipsy Major. This plane then went into service for South Coast Airways and ended up at Bankstown and is now on display in a museum at Launceston. While restoring this plane, he met my mother and fell in love.

In 1949, when with East-West as Chief Inspector when the company was flying Ansons and then Hudsons, he remembers pilot John Rentall pranging at Tamworth as a result of wasps getting into the fuel line when the engine was being overhauled. Rentall survived, and although he lost a leg, he continued to fly. During this time, my parents and siblings lived in an old RAAF building on the old airport which was originally the racecourse.

In 1959, my father was part of a TAA crew which brought back (the seventh?) Fokker Friendship for TAA from the factory in Amsterdam.

In his later years as an Airworthiness Inspector, Dad's path crossed with some of his former Adastral colleagues but in the different context of investigating accidents and issuing Certificates of Airworthiness. He was on the Committee of the Earlybirds, an organisation for people involved in aviation pre-WWII.

He died in 2016, aged 91 years.

Links:

Adastral Aerial Surveys: <https://www.adastra.adastron.com/company.htm>