



Editorial

Welcome to edition number seven of the TAHS Newsletter.

In this newsletter we continue some of the storylines established previously and also introduce a “classified” section, which will include some enquires for help we have received. It also provides links to the individual articles which are available on our website.

One of our key objectives is “to recognise, document and promote the aviation history of Tasmania”. Over the recent months we have been collaborating with Ralph King and Gwen Hardstaff to publish the Diary of Captain John Stanwix, an extraordinary helicopter pilot and aviation engineer who was born in Hobart. With support from Dick Smith, the diary has now been published and is available for purchase from the TAHS or selected bookshops in Tasmania.

In this newsletter we also salute a Tasmanian pioneering aviator – Llyod Jones, who was Chief Flying Instructor of the Aero Club of Southern Tasmania from 1947 to 1960. One of his students was John Stanwix, who recollects in his Diary: *“I well remember my first day at the club, having arrived at 8AM on a winter’s morning frozen to the bone, to be invited by Lloyd Jones (God) the manager to warm up in the office by the radiator.”* John recants many “incidents” with Lloyd in his diary.

Finally, we thank Wayne Dearing for his excellent work in establishing our newsletters and bringing the first six regular and two special newsletters together. Wayne is still actively contributing by writing several of the articles in this newsletter.

The Editorial Team

Included in this edition:


- The continuing story of Tasmanian World War 1 Aces - Hudson Fysh
- Bass Strait DC3 Freighters – King Island Beef to Fiji
- Tasmanian Aviation Giants –Holyman Family – Part 3 ANA and the War Years
- The Visit of Bert Hinkler to Launceston in May 1928
- Tasmanian Airports Past and Present – A short history of King Island
- Miss Flinders – On display at Launceston Airport 1966 - 1997
- Proposals to use Helicopters in Tasmania 1946 – 1954
- “The Flying Bug” – The Diary of John Stanwix
- Tasmanian Aviators – Lloyd Jones



Historical Archives of Early Tasmanian Aviators

Tasmanian Born Air Aces of World War 1

By W. Dearing

 <p>AUSTRALIAN WAR MEMORIAL P00342.001</p>	Wilmot Hudson Fysh	
	Born:	07 January 1895, Launceston
	Joined:	3rd Light Horse, August 1914
	Died:	06 April 1974 (Aged 79 years) Paddington, Sydney, NSW
	Serial Number:	415

Hudson Fysh has is no stranger to our newsletters. As the co-founder of QANTAS, he is one of the Giants of Tasmanian Aviation. Our earlier articles can be found [here](#).

He was an ANZAC veteran, having served on Gallipoli with the 3rd Light Horse Regiment. He transferred to the Flying Corps, qualifying as an observer and then a pilot.

It is almost forgotten that Fysh, who for so long associated with the co-founding and management of Qantas Airways, gained his early flying experience in the Australian Flying Corps and was a distinguished First World War airman. Of the Tasmanian World War 1 aces, he is unique in that he achieved his 5 "kills" as an observer/gunner, who sat behind the pilot and attacked the enemy planes with his machine gun.



Lieutenant Fysh at his guns, with Major Addison (pilot), in a Bristol Fighter during the Palestine campaign, 1917

Flying as an observer with No. 1 Squadron AFC in the Palestine campaign, Fysh proved an accurate and cool gunner. In 1918 he was heavily involved in actions against German and Turkish aircraft, airfields and ground troops. He shot or forced down a number of enemy aircraft, including two destroyed on one day.

Victories				
Date	Time	Aircraft	Opponent	Location
23 Jan 1918	0800	Bristol Fighter (A7237) ¹	Albatros D.V (OOC)	SE of Bireh
03 Aug 1918	1210	Bristol Fighter (B1223) ²	Albatros C (DES) ³	NR of Ez Duba
31 Aug 1918	1430	Bristol Fighter (C4623) ²	LVG C (CAP)	Rantieh
31 Aug 1918	1440	Bristol Fighter (C4623) ²	LVG C (DES)	E of Kalkilieh
14 Sep 1918	1130	Bristol Fighter (C4623) ²	Rumpler C (FTL/DES) ⁴	E of Jenin
¹ Pilot Captain S W Addison				
² Pilot Paul McGinness				
³ Shared with Lt Edward Kenny & Leslie Sutherland				
⁴ Shared with Lt D R Dowling & Lt E A Mulford				

Notable in his victories were the four he achieved with Paul McGinness, with whom he would co-found QANTAS after the war.



As the war was ending, before he returned to Australia, Hudson Fysh qualified as a pilot.

He was awarded the Distinguished Flying Cross; its citation reads:

Lieut. Hudson Fysh (Australian F.C.). (EGYPT)

A skilful observer, conspicuous for courage and determination, whether engaging the enemy in the air or attacking ground targets. He has taken part in numerous combats resulting in loss to the enemy, and has inflicted serious damage on hostile camps and aerodromes. Supplement to the London Gazette, 8 February 1919 (31170/2039)

BASS STRAIT DC3 FREIGHTER – KING ISLAND BEEF TO FIJI

Guest contributor Ben Dannecker was a Pilot for Forrestair which operated a DC3 freighter between Tasmania and Melbourne during the 1970's.

In April 1975 I commenced flying with an Essendon-based Forrestair.

In the early seventies Forrestair carried out a number of ferries of ex-RAAF C-47 Dakota aircraft to Southeast Asia on contract to the federal government and this included refurbishment of each aircraft. With this experience and a small pool of qualified pilots to fly the civil version, the DC-3 – it was decided that two aircraft should be placed into service on the busy Bass Strait night freighter routes. There was enough business for everyone alongside Brain & Brown, Air Express and even smaller aircraft such as the Piper Navajo – not to mention the two major domestic airlines of the day, T.A.A. and Ansett.

Later Forrestair struck up an association with Hobart-based Air Tasmania operating a single DC-3, VH-MMF. At times we were sent down for a week to crew on Air Tasmania's commuter services around the island – anti-clockwise in the morning and clockwise in the afternoon.





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During my Forrestair days primarily flying DC-3 freighters 1975-77, on occasions we would deliver King Island beef directly to Melbourne's Tullamarine Airport for transshipment on to a Qantas B707 freighter bound for Fiji. This enabled the beef quarters processed the previous afternoon to hang overnight in their cheesecloth wrap prior to being flown out early the next morning.

The longer-serving DC-3 operator on this work (also Essendon-based) was Brain & Brown Airfreighters, but newer players such as my company Forrestair (and also later SETAIR) were in the mix too, although carrying fresh beef was not our prime work. However a backload from Tasmania was always welcomed by the company's bean counters!

So on occasions we were programmed to land at King Island's major airport to the north of the island's principal town, Currie, on our return flight to the mainland from Tasmanian ports such as Launceston, Devonport and Smithton.

The island's abattoir lies north of and not far from Currie township, right on the southwest boundary of the airport, giving direct access to aircraft arriving to collect their load. Getting there after landing involved taxiing off the runway and onto the grass on the western side, and into a long thin paddock wide enough to allow two DC-3s to pass each other in opposite directions serving as our taxiway.

The abattoir had its own "airside" sealed ramp tailored to receive DC-3 aircraft with a painted lead-in white line for the starboard main wheel to track in on, leading to a special rotatable metal plate on which the aircraft's right-hand main wheel was positioned and then braked, whilst the left engine was powered up to achieve a turn, bringing the aircraft to a stop as the left main wheel reached the painted line on its side.

This manoeuvre required good co-ordination between both pilots and a level of skill. The reason for this requirement for precision parking of the aircraft at the abattoir was to facilitate alignment of the powered gantry bringing each carcass quarter to the aircraft. A wheeled worktable for the beef lumpers to stand on was then rolled up against the aircraft after the two cargo doors had been opened and secured.



Loading Beef on King Island, Forrestair DC3 VH-TAK



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When circa 3.5 tons of beef had been checked and loaded on to tarpaulins spread on the aircraft's floor, with the beef then wrapped over, nets were then spread over the load and secured at various tie-down rings along both sides of the floor. The load sheet was then completed and signed off. Once this had been accomplished it was time to shut doors and get the show on the road.

We flew direct to Melbourne Airport and parked the aircraft at the cargo ramp where both domestic and international freighters stood. After unloading normal procedures were followed and Air Traffic Control was made aware of our final destination per the flight plan.

On some occasions when winds were relatively light, we would take off from Runway 16 Melbourne which would immediately bring us onto left base leg for Runway 08 Essendon. With a change of radio frequency to Essendon Tower and all pre-landing checks briskly completed we were ready for a landing at our home base. After touchdown at Essendon we noted our total airborne time was always in the order of 5-6 minutes.

This would probably rank as one of the shortest flights between two airports by a DC-3..... And we did it many times.... Those were the days!



Ben Danneker in the Cockpit of the DC3 VH-TAK, December 1976

This report was part of an extended article published in the Aviation Historical Society of Australia journal "Aviation Heritage", Vol 50, No 4, December 2019.



Tasmanian Aviation Giants – The Holyman Family

Part 3 – Australian National Airways - The War Years 1939 - 1945

By W. Dearing

In earlier newsletters, we presented the articles on [Victor Holyman](#) who started the family airline in Tasmania and then [Ivan Holyman](#) who formed Australian National Airways.

When Australia entered World War 2 in 1939 the Government of Australia requisitioned ANA's four DC-3s, leaving it to battle on with its assortment of lesser aircraft, including three DC-2s. However, ANA was soon operating a network of services around Australia on behalf of the war effort. It operated a large number of Douglas DC-2s, DC-3s and even at least one rare Douglas DC-5, mostly on behalf of the American forces in Australia.

One of the most dramatic examples of the conflict's impact on ANA occurred at Brisbane which was then just a quiet airport in comparison to today's operations. In 1941 the works manager, Ted Battery, was in charge of four engineers, but by 1944 this number had increased to 2,500.

The growth of ANA during this period was due not only to the airline's total commitment to the war effort but the efficient systems and first class engineering that ANA could supply on a far greater scale than any other airline. Throughout the war ANA provided aircraft, aircrew and a full range of engineering services to the RAAF and the United States services whilst still able to maintain services on its route network throughout the country, thus playing a valuable role in Australia's defence infrastructure.

This was a testament to the foresight and management of Ivan Holyman.

Within weeks of the commencement of World War 2, ANA aircraft commenced flying extensive surveillance flights using DC-3's and covering vast areas of waters around Australia with flights of up to ten hours being common. Ten pilots, ten engineers and a stores clerk of ANA's staff were immediately seconded to the air force, who at this stage had no experience of flying or maintaining modern aircraft.

The long-range flights were further expanded when, in 1940, pilots and engineers had their abilities further tested to carry out long-distance flights with precision. After one of these flights escorting a convoy of the AIF into the Indian Ocean using three DC-3's one of the pilots, Keith Virtue, suggested they should attempt on their return, to fly across Australia. Fellow pilots Squadron Leader Heffernan and Willis Reeve quickly agreed and so the three aircraft departed Perth in West Australia at 1.30 a.m.

The DC-3 "Kyilla" piloted by Virtue flew from Perth to Goondiwindi in Queensland in twelve and a half hours, creating a new distance record across Australia. Keith Virtue felt he could have made Brisbane, but it was too risky. A second aircraft piloted by Willis Reeve had



mechanical problems and diverted to Adelaide whilst the third DC-3 flown by Heffernan successfully landed at Richmond with the fuel gauges on zero proving the concept of long precision flights was possible.



**File photo of DC-3 “Kylla” flown by Keith Virtue in twelve and a half hours
from Perth to Goondiwindi**

One of ANA’s problems during the conflict was that, although under aircraft wartime manpower regulations, ANA was a protected industry however, the airline lost many staff to the armed forces including pilots, engineers and administrative personnel. Additionally, some losses of aircraft occurred when the DC-2 “Pengana” lost engine power after take-off from Mascot en-route to Brisbane and had to conduct a forced landing in Cook’s River and a further DC-2, the “Bungana,” had an engine fire en-route to Adelaide. Fortunately, all crew and passengers were unharmed but the accidents forced two of the airline’s DC-2’s out of action for lengthy periods.

The engineering department continued to expand during this difficult period of retaining trained staff, maintaining its regular services, the accidents to the “Pengana” and “Bungana” and the absence of the DC-3 aircraft, on secondment to the RAAF. However, when Japan entered the war further complications arose.

With the Japanese invasion of South East Asia and the bombing of Darwin, Katherine, Broome and other northern Australian areas an invasion of the Australian mainland became a real threat. Australia’s economy and society were immediately put on a war footing with



ANA and the Australian aviation industry becoming totally absorbed in the war effort. The airline faced constant problems with shortages of labour, spare parts, aircraft and fuel resulting with the inevitable reduction in the quality of passenger services, a reputation that haunted the airline in the post war era.

During the years 1941 and 1942, ANA flew innumerable flights, usually from Cairns and Townsville, to various ports in New Guinea including Port Moresby where Australian civilians were brought to in a variety of aircraft. In eight days during December 1941, 732 civilians were evacuated to Cairns. In January 1942 ANA engineers, at the request of US Army Air Force officers, undertook the task of overhauling American Flying Fortresses and Liberators. By war's end it was estimated ANA engineers spent over four-million-man hours working on American aircraft whilst all the time maintaining the regular flight service, albeit with the inevitable slipping of safety standards.



An American Flying Fortress. ANA engineers did a 500-hour inspection removed, overhauled and replaced the four engines in a period of only sixteen days.

In spite of all the pressures applied, ANA's safety record in the war years was by no means devastating, with only four serious accidents on scheduled services, partly due to lowered safety standards of wartime.

A further war-time feat began in 1942 with the Courier Service flights began with aircraft provided by the Directorate of Air Transport (DAT), flown by ANA pilots, maintained by ANA engineers, whilst the co-pilots and wireless operators were from the RAAF. During the four years of its operation, most of ANA's senior pilots spent time flying the service and attained



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a high standard of reliability and punctuality. The aircraft were quite distinctive featuring the white star of the US Army Air Force as well as the Australian civil registration clearly visible on the aircraft's fuselage. Initially flying Brisbane to Port Moresby and return the service expanded to fly from Archerfield in Queensland to different New Guinea destinations and eventually, following the defeat of the Japanese in the Philippines, commenced a Service Brisbane-Manila-Brisbane. The service was credited with providing a secure way of maintaining communications between Allied Commanders in Australia and the allied forces in the front line throughout the South West Pacific.

After the conflict concluded ANA emerged with a remarkable record in the provision of essential services and commitment to Australia's defence. From December 1941 to June 1944, its civilian passenger aircraft flew 31,860 hours, carried about 68,000 passengers and large quantities of mail and freight. It's engineering department's total man hours on RAAF and USAAF aircraft was a combined sum of 7,760,706 hours. By June 1944, ANA personnel had increased from eighty employed before 1936, to nearly four thousand, two thousand being engineers and one hundred and twenty pilots.

By 1945 the airline proudly claimed that it had the largest internal route network of any airline in the world. ANA's post war planning was largely in the hands of a small group of senior executives with Ivan Holyman as managing director.

During the war there was a large increase in the number of women employed by ANA. In 1936 staff lists showed only seventeen women were employed by the airline whilst in 1944 there were approximately five hundred female employees. The largest group was still the air hostesses, and this brings us to the story of a remarkable lady known affectionally as "The Matron" pictured below presenting wings to a new group of ANA hostesses.



Hazel Holyman presenting wings to a new group of ANA hostesses

The story of Hazel Holyman will appear in the next issue of our newsletter.



Enthusiastic Response to Aviation in Launceston

Visit of Bert Hinkler in 1928

By P. Richards, A.M.

The Great Depression was a severe worldwide economic depression that started in 1929 and lasted until the late 1930s. It was the longest, deepest, and most widespread depression of the 20th century. Spawned from this downturn was the enthusiasm of aviation which grew out of Launceston with returned WW1 pilots and others who embraced the advent of the flying machine.

In 1927, a group of Launceston citizens led by former WW1 pilot's Captains V.C. Holyman and C.W.B. Martin met to investigate the formation of a branch of the Australian Aero Club in Launceston. The Australian Aero Club (Tasmanian Section) was incorporated on the 26th of September 1927 and Mr J.E. Thynne appointed as their first president.

The Club made great progress and at their 1928 AGM it was reported:

Since the annual meeting held on March 16 last the club has made very important progress and has been in constant touch with the Department of Civil Aviation which gave us considerable help and encouragement.

During the financial year just closed the membership was greatly increased. There are now 140 members comprising 116 flying members and 24 associate members. This large membership has given the club a good start financially and the funds were largely augmented by the club's share of the proceeds of the tour made by Squadron Leader Hinkler in May last.

The committee was instrumental in bringing Squadron-Leader Hinkler to Tasmania and his tour, which did much to assist us in our early days by arousing interest in aviation, was organised and managed throughout Tasmania by members of the club.

As there, have been few expenses during the past year it has been possible to show a cash surplus of £1193 4s d. This sum will enable the club to make much more favourable commencement flying operations than would otherwise have been possible since the expenditure will naturally be heavy as soon as active flying operations begin.

There is no doubt that the arrival of Squadron Leader Hinkler was a triumph and a major boost to the newly established Tasmanian Section of the Australian Aero Club in Launceston in May 1928 when he successfully flew from Melbourne to Launceston landing on the Elphin Show ground.

"The Mercury" Newspaper reported:



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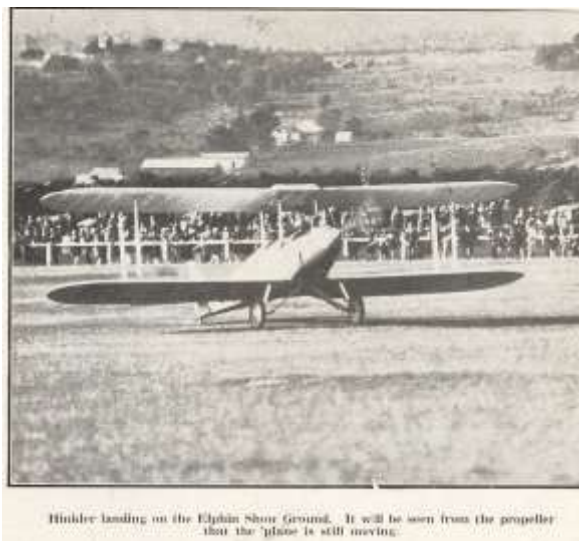
In perfect weather, and in the presence of a crowd of about 10,000 persons, Squadron-Leader Hinkler kept up his reputation for punctuality and arrived almost on time at the Elphin show ground, Launceston, at 3.16 on Saturday afternoon.

The flight from Melbourne occupied 4hrs. 16min., and was devoid of any incident. Owing to the fact that a direct course was set for Launceston, the plane was not sighted until over Low Head at 2.45 p.m.

Squadron-Leader Hinkler was accompanied by Mrs. Hinkler, and a splendid reception was accorded them by the large crowd when the plane made a perfect landing on the show ground.

The ground at Elphin had been prepared by members of the Aero Club who had laid out white calico strips in the space between the water jump, in the centre of the oval, and the fences on the railway side. A fire was prepared also, near the water jump, to act as a guide to the airman. Facing the grandstand, a barbed wire enclosure had been erected to house the plane during its stay in Launceston.

Swooping towards the ground, he circled low down, and then returned to the northern end, having taken his bearings from the marking laid down for him. Turning sharply, he dropped gently to the oval on the city side of the water jump. Just before it hit the ground the plane swerved sharply in the air, and a gasp went up as people thought it was about to alight on the tip of its starboard wing. There was no cause for alarm, however, as it was only a trick of imparting a breaking effect to the plane, and it was so effective that the machine came to rest with fully half of the length of the oval untouched. Swinging sharply to the right, Mr. Hinkler taxied to the barbed wire enclosure, and brought his plane to a stop at 3.16. The enthusiasm of the crowd knew no bounds, salvos of cheers greeted the brilliant landing, and the police had a hard task to keep the cheering crowds from damaging the plane.



**Hinkler arriving at Elphin Showgrounds,
Launceston**

(Weekly Courier, May 09, 1928)



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Hinkler was afforded several receptions during his visit to Tasmania and on several occasions alluded to the viability and enthusiasm towards aviation in Tasmania but in particular Launceston.

Mr. Hinkler, upon rising to respond, was accorded an ovation. He said that it was a great pleasure to make his first public appearance in Tasmania among the "diggers." They had fixed a wonderful day to cross the Strait. It was all very easy, and there had been no trouble. He thought Tasmania had a great future in aviation. They had a progressive Aero Club. Wherever he went the feeling of comradeship was the same, both on the ground and in the air. Now that they realised there was so much in common between flyers and "diggers," they should get together for the good of their country, and themselves. They had a wonderful opportunity to develop Australia by aviation. Good, easy, and speedy means of communication were offered, and the "diggers" should be the first to push it along. Australia's coastline was very lengthy, and in peace flying they would train men who would be invaluable should they be needed in defence. The Aero Clubs were carrying out work of national importance in this way.

It is of interest to note that following Hinkler's official welcome to Launceston and dispersal of the crowd at the show grounds that the President and members of the Aero Club returned to Elphin, and the plane was removed from the barbed wire enclosure and housed in the Industrial Hall. During the removal operations Hinkler gave implicit instructions in the careful handling of his famous plane to the helpers as the wings of the small Avro-Avian were to be folded back, so it could be wheeled into the improvised hangar. The Industrial Hall was then securely locked, and the key handed to the airman.



**Bert Hinkler (2nd from left) and Mrs Hinkler and Aero Club Members at Elphin Showground, upon their arrival. (Victor Holyman, the Vice president of the Aero is 3rd from left)
(Weekly Courier May 09, 1928)**

The [full article](#), with more photographs is on our website.



“Miss Flinders” – The Continuing Story

Display at Launceston Airport – 1966 to 1997

By C. Byrne

In the early 1960's, planning was underway for a new Passenger Terminal at Launceston Airport at Western Junction. (The new terminal was opened in October 1967).

At this time, the airport was still owned by the Federal Government, operated by the Department of Civil Aviation. In 1962, the Launceston Airport Manager, George Inglis was also a member of the Launceston Branch of the Air Force Association and he proposed that both organisations could collaborate and bring “Miss Flinders” back to Launceston and be placed on display at the new terminal.

Over the next 3 years, the proposal was investigated and developed.

The plane, (with updated VH-BQE markings) was stored in a hangar at Bourke in regional NSW. Its owner was willing to donate the plane to the Air Force Association, but there were outstanding hangar storage fees to be paid before it could be removed.



VH-BQE in storage at Bourke

The original proposal was to build a separate display building adjacent to the terminal entry, which was funded by a public subscription, which was estimated to be about \$0.5M in today's money. After this idea was rejected as being too expensive, and the designs for the new terminal had been developed, the next proposal was to develop a display area in a room underneath the main lounge, which was accessible by a stair.

In August 1965, this proposal was accepted. After the Air Force Association paid the hangar fees at Bourke, the plane was trucked to Sydney and Ansett-ANA brought “Miss Flinders” down from Sydney in a Convair free of charge.

The Air Force Association and the Tasmanian Aero Club members undertook the restoration project in Launceston, which took about 200-man hours to complete.



At the opening of the new Terminal on the 29th of October 1966, the past president of the Launceston Branch of the Air Force Association, Mr A. S. Greig handed over “Miss Flinders” to the Department of Civil Aviation in perpetuity and for its safe keeping.



“Miss Flinders” on display at Launceston Airport

The Launceston Branch of the Air Force Association had covered the costs of the fit out, the display space with a glass partition, lighting and display information and photos, while the Airport had provided the space and would maintain the plane going forward. The Mayor of Launceston opened an appeal in 1967 to assist in paying these costs. Unfortunately, this was after the Black Tuesday Bush Fires, so the response was understandably not as large as they hoped. History does not record where the money came from to pay off these debts.

In March 1997, with the expansion of services at the airport, the display space for Miss Flinders was needed to house the Tasmanian headquarters of Southern Airlines. The Launceston Branch of the Royal Australian Air Force Association (RAAFA) (which was previously the Air Force Association) and Airport staff then dismantled the plane and it was placed in storage.

(It was subsequently put on display again at the QVMAG museum in Launceston, which will be the next chapter on our story)

For nearly 33 years, “Miss Flinders”, or the “little blue plane” was on display downstairs at the airport.

Today, the TAHS look back and applaud all involved in bringing “Miss Flinders” back to Launceston over 50 years ago. In particular, the Launceston Branch of the Air Force Association who accepted the financial and logistical responsibility to bring her back, undertake the restoration and fit out the display.

A more [detailed version](#) of this story is available on our website.



Tasmanian Airports – Past and Present - a Short History

KING ISLAND

By W. Dearing

King Island airport is situated approximately 8kms from the main township, Currie, and is owned and operated by the King Island Council.

Serviced by REX, Sharp Airlines, King Island Airlines and Vortex Aviation, these operators provide regular daily services to Melbourne's Tullamarine, Essendon and Moorabbin airports in addition to Launceston, Hobart and Tasmania's North West Coast. The Launceston based Royal Flying Doctor Service provides medical retrieval flights from the island to mainland Australia and Tasmanian hospitals. Regular freight flights also service the island in addition to charter flights that support the Island's tourist industry.

The airport has two runways, the longest being 28/10 which is sealed and provides instrument approaches, a café, hire car facilities and amenities for passengers.



Short final to King Island's runway 10 as it is today; the terminal and other facilities are located to the right of the picture

Whilst King Island provides excellent facilities for an island whose population does not exceed 1,500 it was not always the case. The airport's history can be traced back to 1930 when the island was totally reliant on supplies being transported from the Australian mainland and Tasmania by sea with ships having to negotiate the notorious Bass Strait and its unpredictable weather.

In 1930 the Council established an "Aerodrome Committee" with the view of establishing an airport on the island. Initially in early 1930, Mathews Aviation paid the occasional visit using the amphibious aircraft "Cutty Sark" using Lake Flannigan, situated in the north of the Island for take offs and landings.



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Whilst several site inspections were carried out by the end of May 1932 the problem of finding a suitable area that was not constantly boggy was still apparent. Furthermore, Council noted interest had been received from a "Tasmania Company" to establish an air service from Tasmania to the Island. By December 1932 Council decided the "Bains" site, the property of Mr J Attrill, was suitable and was subsequently selected and approved by Civil Aviation subject, however, to the satisfactory clearance of the site before a licence would be granted.

At the same meeting, Tasmanian Aerial Services correspondence was received stating they wanted to start flying passengers as soon as possible, ideally in the early new year. Civil Aviation provisionally approved the aerodrome (without an inspection) to be used only by pilots with a Commercial licence. Captain Victor Holyman travelled to the Island on the steamer "Koomeela" on December 21st and inspected the site. He was satisfied with the surface as being suitable to use and returned to Launceston to plan the inaugural service on the 24th of December. The outcome of the inspection was communicated to the Civil Aviation department, who replied by radio that they now required the site to be inspected by a Departmental Officer before the licence would be issued. Notwithstanding the departments requirements Captain Holyman decided to fly the inaugural service on the 24th without a licence being granted.

Thus, the first flight landed at King Island on Christmas eve 1932 at 12:30pm with Captain Victor Holyman at the controls of "Miss Currie" with two passengers aboard, Mr Waterworth of Wynyard and Miss K Jackson from Launceston.



Aerial photo of "Miss Currie" named as much out of sentiment because it was Holyman's first aircraft, as it was historically after the town of Currie on King Island.

The aircraft returned to Launceston the following morning, Christmas Day, and regular trips were then planned for Monday and Thursday arriving at 11am and departing at 2pm.



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Mr Augenson, an inspectional officer with Civil Aviation Department arrived on the Island on Monday 9th of January 1933 and carried out his inspection of the site, confirmed that everything was satisfactory for granting of a license for single-engined machines and radioed his recommendation to Melbourne. The licence was issued the following day. The aerodrome would need an additional 15 acres to be cleared and levelled before a multi-engined plane licence could be issued.

The commencement of the Empire Airmail Service from the United Kingdom to Australia, was to include feeder routes, one of which was Hobart to Melbourne. Government tenders were called in November 1933 for the Bass Strait service, with the route being Melbourne to Hobart by way of King Island, Wynyard, and Launceston, a distance of 487 miles, to be serviced by multi-engined planes and at the time the tender was published, King Island was considered to be the better route. Because of the importance now of the aerodrome, in late November 1933, the aerodrome was “taken over” by the Department of Civil Aviation.

Work on upgrading the aerodrome continued in 1934. The target was to have the aerodrome ready for the new Tasmanian Aerial Services air mail service which commenced on the 1st of September 1934. By May, the area has been levelled, and new grass sown. By June, the perimeter drains and fencing was underway. Civil Aviation inspected the aerodrome in early November 1934 and authorised its use for all types of aircraft.

In December 1934, the road to the aerodrome received additional funding from the Department of Interior and work on this road was prioritised over other road projects. In February, it was reported the aerodrome was in good order.

The new Holyman's Airways airliner “Loina” accomplished a particularly fast trip from King Island on February 8th 1935, reaching Laverton 55 minutes after leaving the island's aerodrome. King Island now enjoyed a daily air service, with the exception of Sundays, three days a week to Melbourne and three alternate days to Launceston. The aerodrome is now in good order, and, it is confidently anticipated, will prove an all-weather aerodrome.



File photo of Holyman's aircraft “Loina”



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The development of King Island airport continued with the airport achieving some notoriety during World War 2.

In May 1942, with the threat of a Japanese invasion on the horizon, the Australian Air Board was formed who created a plan that incorporated various aerodromes already operating to the building of new airstrips for the defence of Australia. One of these airstrips happened to be King Island airport. With the management of the airport by the military, came the inevitable changes, one of which was the placement of explosives beneath the runways so they could be destroyed should the enemy arrive.

This plan actually worked a little too well when in 1942 the ANA DC-2 Loongana was being unloaded at King Island. Some enterprising army chap began fiddling with the switches that controlled the explosive charges beneath the runways and set the charge off that all but destroyed the runways and showered the DC-2 with clods of dirt and rocks severely denting both wings and fuselage, although the aircraft was flown back to Melbourne for repairs.



The unfortunate DC-2 Loongana on her initial test flight from Essendon

For the next 80 plus years the airport grew and evolved with the aviation's industry progression and with the development of industries and tourism on the island and as such became an integral part of the Island's life. More about these times later.

In 2018 the King Island Council, now the owners of the airport, commissioned the updated Airport Master Plan to ensure the long-term viability of the airport in support of its strategic objectives. Air travel is the only means of access for people travelling to or from the island. It is also the only means of transport for high-value and/or time-critical freight, both inbound and outbound. King Island Airport is therefore a critical element of King Island's transport infrastructure. The recent rise in passenger numbers and freight movements revealed constraints to some elements of King Island Airport's physical infrastructure. The purpose of the Master Plan is to establish a framework for the future planning and development of King Island Airport to ensure KIC achieves its strategic objectives and capitalises on the aeronautical and commercial opportunities provided by the airport.

And it all started with one flight, a bold pilot and two passengers on Christmas eve 1932.



Tasmanian Aviators

Salute to a Tasmanian Pioneer - Lloyd Jones

By P. D'Plesse

Doing things for the first time demands courage and commitment from individuals prepared to push the boundaries. They will take criticism from those who prefer to keep doing things in the time accepted way. If they're lucky, pioneers may be supported by an open minded few prepared to loosen the reins. One Tasmanian pioneer stands out for reasons that will become self-evident. Sixty years after a ground-based accident ended his career, a salute to his contribution to Tasmania is appropriate.

Lloyd Jones was Chief Flying Instructor of the Aero Club of Southern Tasmania from 1947 to 1960. He served as a Flying Instructor in the R.A.A.F. during the Second World War and later flew Bristol Beaufighters during the same conflict.



Lloyd Jones pre-flying a Tiger Moth at Cambridge Airport c1947

After the war several prominent Hobart citizens were responsible for the transformation of the southern branch of the Tasmanian Aero Club, based at Western Junction, into an independent organisation. Lloyd was appointed as Chief Flying Instructor and Manager. During his time as CFI Lloyd trained and mentored many pilots, a number of whom became commercial pilots with various airlines around the world or became flying instructors themselves.



It was a different time, one in which people had no fear to say what they thought. On one occasion when evaluating the performance of a budding instructor he wrote in the Instructor's Records, confidential to the manager, that during the flight there was 'TOO MUCH STUPID TALKING AND NOT NEARLY ENOUGH THINKING!' The red ink and capital letters contrast sharply against the precise handwriting in the blue ink and lower case of other comments. Lloyd must have been feeling a bit emotional when he penned the comment. These days, I can see the Fair Work Commission reinstating the complainant with monetary compensation for hurt feelings. Whether pilot instruction would improve after such a decision is perhaps a moot point.

The names of many respected pilots who grew wings under the legacy of Lloyd Jones could be mentioned at the risk of leaving some out. Those pilots and instructors in turn have influenced generations of flyers, some of whom still mention the instruction of Lloyd Jones or his successors with fondness, respect and even outright awe.

They do so because the demonstrated skill and judgment modelled by Lloyd Jones was far beyond the normal. Before the days of helicopters, he pioneered air rescue in Tasmania. Several times he aided and assisted others at considerable risk to his own life. His reputation for flying skill and courage was only equalled by his emerging fame as a camera artist and an enthusiastic advertiser for what he called 'the real Tasmania' of remote wilderness.

As noted by Tasmanian Premier Robert Cosgrove in 1955, his early survey flights over the mountainous areas of central, western and southern Tasmania revealed the potential scenic riches of the island and the need for faithfully reproduced publications to depict that scenery properly. Lloyd spared no effort to do this by producing hundreds of magnificent landscapes in natural colour. Many of his subjects were mountains, lakes and valleys which hitherto had been unknown even to Tasmanians. A collection of landscape photographs marked his entry into the field of published work. This met with such ready and wide appreciation that within a few months enthusiastic praise was received from all over the world. Prime Minister Robert Menzies also wrote that he was "very happy to accept your 'first work', but must say that it is more the mark of a professional than 'a struggling amateur'. I congratulate you on your artistry."

Lloyd's mercy flights stand out as an almost forgotten contribution to Tasmania. In May 1947 he was instrumental in rescuing a man lost in a boat off the East Coast of Tasmania. For three days he made two flights a day up to fifty kilometres out to sea in a Tiger Moth in weather so violent no boats could leave port. On another occasion he searched unsuccessfully for the fishing boat 'Vicana'. Developing weather meant that if he didn't leave immediately, a search wouldn't be possible for several more days. He made a flight of almost six hours in gale force winds from Bicheno to Flinders Island up to 240 kilometres out to sea.

The rescue that really stands out was a flight to Swan Island in March 1953 to pick up a sick child. Swan Island is the site of a lonely lighthouse flashing its warning to ships plying Bass



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Strait. In those days it was a manned station. The airlines were grounded at Launceston and Cambridge. Heavy rain, low cloud and treacherous winds meant that flight was only possible at a height of less than 30 metres above a storm lashed coastline and raging sea. Visibility was less than a kilometre.

Amidst this pandemonium of nature Lloyd circled five times over a tiny beach on Swan Island before deciding that a landing would be impossible. The beach was about the size of two tennis courts in length. The sight of a mother and desperately ill child braving the storm to watch him circling as the raging wind tore at their oilskins convinced him that he must at least 'have a go'.

For any pilot, the idea of fighting the controls and juggling the throttle of an Auster Aiglet to pull off a short field landing under those conditions would focus their attention for more than a little while. He made the landing and took off again back to Hobart with the mother and child on board. Fortunately, the aircraft had an auxiliary fuel tank under the belly to give extra range. I hope it wasn't the mother's first flight in a light aircraft! A few hours later a surgeon could announce that 'the child will live'.



**The Auster Aiglet VH-ACY used in the Swan Island rescue.
The auxiliary fuel tank is visible under the fuselage**



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These days air rescue is conducted by a highly skilled team under the banner of RotorLift using the familiar yellow and red Westpac helicopter. Technology has advanced far beyond the days of Lloyd Jones in his Auster but the skill, commitment and courage involved remain the same.

On June 1 1953 Lloyd Jones was awarded a Member of the Civil Division of the Most Excellent Order of the British Empire to become Lloyd Lindsay Jones Esquire, in recognition of his service to the community. His citation was written by the Minister of Defence, Sir Philip McBride KCMG MP.

His reputation continued to attract the attention of those in government. As a result, a Deportation Order was issued by the Minister of Immigration, Athol Townley on March 25 1957. Obviously 'tongue in cheek', Lloyd was issued the Deportation Order to Heard Island for 'repeatedly breaking Air Navigation Orders and defying the laws of aerodynamics'.

Thank goodness he repeatedly managed to get away with it. It was a different world where individuality was accepted. The concept of personal responsibility was understood and embedded in community values. Many people benefited from his skill, experience and defiance of natural and man made laws. These days he would probably fall foul to political correctness and the smothering restrictions of bureaucracy.

His influence still survives in those pilots who still fly with the Aero Club, Par Avion, airlines around the world or reside in the memories of those who have retired from the world of aviation. Regardless of where they are now, these pilots still embody the standards that Lloyd set.

Today a mountain bearing his name over looks Lake Pedder in Tasmania's south west wilderness. In 2017 his ashes were united with the mountain that bears his name and the wilderness he loved.

Lloyd was the product of wartime flying training and community values of the time. His influence continues to ripple through the Tasmanian aviation community and around the world. When climbing into the cockpit of the Aero Club's Cessna 172, Kilo Sierra Romeo, many of us still practice the discipline taught by instructors who mastered their flying skills under the legacy of Lloyd Jones.

Thankfully, the familiar yellow and blue helicopter of RotorLift carries on the same tradition of discipline and commitment in the service of Tasmania



Proposals to use Helicopters in Tasmania 1946 - 1954

By: P. Richards, A.M.

The history of helicopter operations in Australia commenced with military helicopters in 1947 and was followed by the introduction of civil helicopters in 1956. These early aircraft were capable of operating under the Visual Flight Rules and generally by day and introduced a new era of aviation in Australia.

During this period, the use of helicopters in Tasmania was proposed. This article investigates some of these proposals.

1946: Proposal by Barrie Valentine

In 1946 the "Sydney Morning Herald" reported that Mr Barrie Valentine, a former R.A.A.F. flying officer, of Hobart, was negotiating the purchase of a helicopter on behalf of the Tasmanian Government. The helicopter would be invested in surveying and exploration, orchard spraying, bush-fire prevention and fishing surveys. The machine being considered can carry four passengers and can land in a 50 ft area. It will cost \$US53,000 dollars (£A16,562), (or \$1.1 Million dollars today).

In April 1946 the Minister for Lands and Works, Mr Brooker confirmed that Mr Valentine, was in America learning to fly helicopters. He intended to bring one to Tasmania as soon as he could get permission from the Commonwealth Government. If the helicopter were found practicable for passenger transport, its use would bring Hobart within half an hour of Swansea, and passengers could land when and where they liked.

In June 1946, "The Mercury" newspaper interviewed Mr Valentine upon his return to Hobart and gave an informed appraisal of the helicopters peacetime use and how important there use would be to Tasmania.

The headline read - COULD OBTAIN HELICOPTER FOR TASMANIA - Hobart Pilot Keen

Having flown helicopters in the United States, Mr E. B. Valentine, of Hobart, former RAAF pilot, is enthusiastic about these aircraft. He said yesterday that if enabled to place the order he could obtain a helicopter for Tasmania from the Sikorsky organisation.

Mr Barry Valentine, who returned to Hobart from America last weekend, said yesterday the advantages of the helicopter had been proved under war conditions.

Experiment now was being intensified to make the helicopter unique in its serviceability for a wide range of purposes. In America 30 firms were concentrating on the task. The opportunity for Tasmania to obtain a machine was valuable, as helicopters were being released in America only for national development and community projects. It would be



at least five years before helicopters were available in sufficient quantity for individual civilian use.

Helicopters were being allocated for forestry, fisheries, mining, survey, crop dusting, and coastguard services. Over 100 machines were in use in such services in the United States. The exact position of forest fires could be determined and men and equipment dropped. Reactions of mining terrain to scientific detectors at low altitude could be recorded. Pest-infested orchards and field crops could be sprayed. Shipwrecked men could be rescued.

For survey purposes and many other uses Tasmania would do well to obtain a machine.

To Mr Valentine the helicopter exerts a lure leaving all other forms of air activity tame in comparison.

"I will back my future with helicopters here or elsewhere, and will go back to USA to fly them there if none come here," he said.

In America he found helicopter thrills in plenty. Every facility was placed at his disposal by the Sikorsky organisation. He put to the test the manoeuvrability, smooth travel, speedy vertical ascent, and instant yet cushion like braking of helicopters. Their ease of hovering at heights from 3,500ft. to just above ground level captivated him most of all.

Sikorsky helicopters can rise to but not hover at 21,000ft. "We came across a 100ft. factory chimney stack in Connecticut, hovered and just sat down on top of it, then rose and flew on," he said.

In the future helicopter owners would alight on home roofs, or on any 50ft. by 50ft. street, garden, or beach space.

Because manufacturers were determined to remove any possibility of mishap, the day of unrestricted individual use of helicopters was still distant. Mr Valentine said the opportunity of acquiring a helicopter for use in Tasmania had been placed before the State Government.

1950: Helicopter Ambulance Proposal Debated in State Parliament

In November 1950, during a debate in the committee of the Public Works Execution Bill in the Legislative Council, a helicopter ambulance service was suggested during the debate.

The Leader of the Government (Mr. D'Alton) agreed that a helicopter would be useful, especially in transporting patients from such remote places as Rosebery and Tullah:

"This was a step in the right direction, but the necessity for a helicopter service to be started in Tasmania was most essential, particularly with regard to fire-fighting. During the summer months a helicopter could be used also for geological surveys, in the fishing industry, in mining development, and for other purposes."



"The Federal Government Indicated-recently that a helicopter would be stationed in all States except Tasmania. I feel sure all Tasmanians will resent the omission, in view of our mountainous country and other difficulties."

Two other speakers in the debate supported the introduction of helicopters:

Mr. Lonergan suggested an aerial ambulance and said that when he visited the Northern Territory recently, he had seen an aerial ambulance, located at Alice Springs. This often went 500 miles to bring in a stockman with a broken bone or someone else who was ill. The aircraft did not land on prepared aerodromes, but on flat areas of ground.

Dr. Grounds said he agreed with Mr. Lonergan and said that this system was practised extensively during the war in the Middle East, when front line casualties were taken to hospital quickly. What he preferred, however, was the helicopter, a type extensively used in America, he said. Tasmania had some practically inaccessible parts and a helicopter would be able to remove patients therefrom. Twelve months ago, there was a fatal case of snake bite. Had there been a helicopter, the young woman could have been removed quickly and her life saved.

1954: Use of Navy Helicopters by the Hydro-Electric Commission

In December 1954 "The Advocate" newspaper reported that a special flight of two Bristol Sycamore helicopters will be formed to embark on H.M.A.S. Vengeance. The naval helicopters are to be placed at the disposal of the Tasmanian Hydro-Electric Commission for eight days in February 1955 to survey the King Franklin River area of western Tasmania. In eight days the helicopter would assist the HEC to do work that would otherwise take many months

The Helicopters were temporarily based at the construction village of Butler's Gorge. The other aircraft will remain on H.M.A.S. Vengeance as a safety measure should the helicopter working with the Commission be forced to land in difficult country.



Royal Australian Navy Sycamore Helicopter (Australian Navy Website)



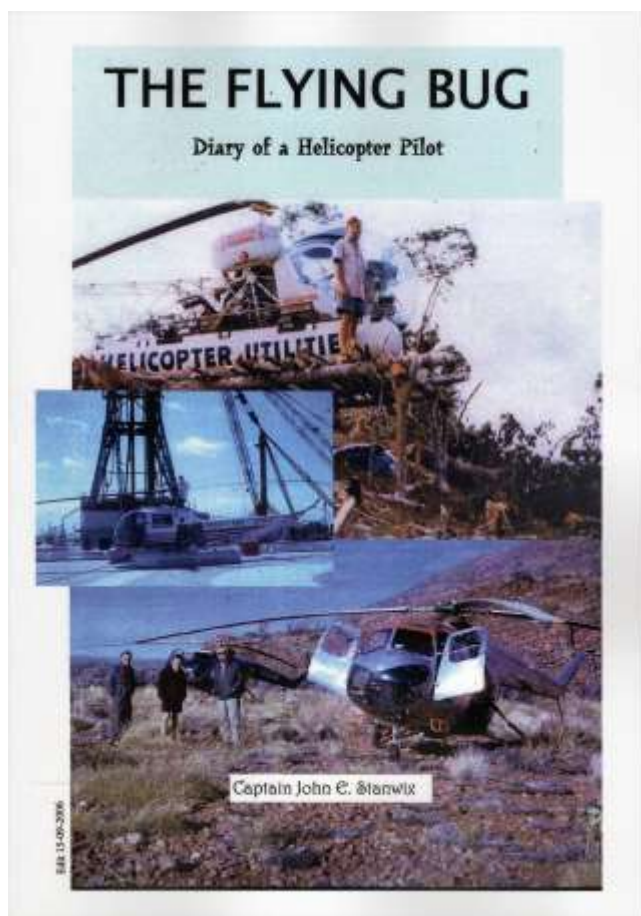
“The Flying Bug” – The Diary of John Stanwix

By P. Richards, A.M.

Captain John Stanwix was one of Australia's original adventurers flying aircraft into unknown territory including Papua New Guinea, Antarctica and Australia for Nat Map in the early 1960s. In December 1967, John led the air search for Harold Holt, the Prime Minister of Australia, who disappeared while swimming in the sea near Portsea, Victoria. He was a passionate aviator and after a 60 year flying career he retired from commercial aviation in 1986 in Proserpine, North Queensland.

John was born in Hobart, Tasmania on 6 September 1932 and attended Hobart Junior Technical College, where he was great friends with Ralph King. This friendship continued throughout the years. John was trained as a pilot at Cambridge by Lloyd Jones.

Early in his aviation career John qualified as a licensed aircraft maintenance engineer. Whether working as an engineer, a flying instructor, a helicopter pilot or later as a helicopter salesman, John Stanwix was seen as a man of great integrity. John became one of a fairly small group of Australian aviators who were qualified as pilots and licensed aircraft engineers on both fixed and rotary wing aircraft.



In his retirement, John wrote a dossier of his flying history and gave Ralph a copy shortly before his passing on 25th April 2014. Ralph King, together with local historian and friend, Gwen Hardstaff, have collaborated with the TAHS to publish John's memoirs as "The Flying Bug".

198 Pages, A4 size, 100+ photographs, many in colour.

The book is available to purchase from the TAHS Website.



AVIATION HUMOUR



MORE PRE AND IN-FLIGHT ANNOUNCEMENTS DIRECT FROM THE U S of A – THAT ARE SUPPOSEDLY TRUE

“Weather at our destination is fifty degrees with some broken clouds, but we’ll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines.”

“There is no smoking in the cabin on this flight. There is also no smoking in the lavatories. If we see smoke coming from the lavatories, we will assume you are on fire and put you out. This is a free service we provide.”

“Welcome aboard Southwest Flight 245 to Tampa. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt, and if you don’t know how to operate one, you probably shouldn’t be out in public unsupervised.”

“If you need an additional reading light, just push the button above your head with the lightbulb on it. That’ll turn the light on. However, if you push the button above your head with the flight attendant on it, it does not turn us on.”



NEW CUT PRICE AIRLINES IN-FLIGHT FOOD SERVICE

During taxi, the crew of a US Air departure flight to Ft. Lauderdale, made a wrong turn and came nose to nose with a United 727. The irate ground controller (a female) lashed out at the US Air crew screaming, "US Air 2771, where are you going? I told you to turn right on "Charlie" taxiway; you turned right on "Delta". Stop right there. I know it's difficult to tell the difference between C's and D's but get it right."

Continuing her lashing of the embarrassed crew, she was now shouting hysterically. You can expect progressive taxi instructions in about a half hour and I want you to go exactly where I tell you, when I tell you, and how I tell you. You got that, US Air 2771??"

The humbled crew responded: "Yes Ma'am".

Naturally, the "ground control" frequency went terribly silent after the verbal bashing of US Air Flight 2771. No one wanted to engage the irate ground controller in her current state. Tension in every cockpit at LGA was running high.

Shortly after the controller finished her admonishment of the U.S. Air crew, an unknown male pilot broke the silence and asked, "Wasn't I married to you once?"



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Blue water Navy truism; There are more planes in the ocean than there are submarines in the sky.

If the wings are traveling faster than the fuselage, it's probably a helicopter — and therefore, unsafe.

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Without ammunition the USAF would be just another expensive flying club.

Weather forecasts are horoscopes with numbers.

Progress in airline flying; now a flight attendant can get a pilot pregnant.

Airspeed, altitude or brains. Two are always needed to successfully complete the flight.

Mankind has a perfect record in aviation; we never left one up there!

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it.



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 DECEMBER

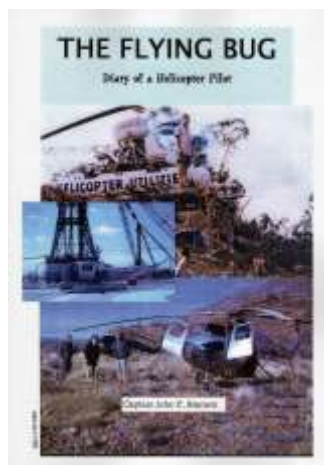


The Classifieds

Individual Articles Available from our Website

Article	Link
The continuing story of Tasmanian World War 1 Aces - Hudson Fysh	TAHS2021.029
Bass Strait DC3 Freighters – King Island Beef to Fiji	TAHS2021.021
Tasmanian Aviation Giants –Holyman Family – Part 3 ANA and the War Years	TAHS2021.025
The Visit of Bert Hinkler to Launceston in May 1928	TAHS2021.028
Tasmanian Airports Past and Present – A short history of King Island	TAHS2021.022
Miss Flinders – On display at Launceston Airport 1966 - 1997	TAHS2021.026
Proposals to use Helicopters in Tasmania 1946 – 1954	TAHS2021.027
Tasmanian Aviators – Lloyd Jones	TAHS2020.012

Books Available at our Website



Please visit our [Website Shop](#) for more details

Request for Information – Ultralight Registration

A Thruster T-500 ditched off Bridport on 28 October 2013, with the pilot and passenger being rescued from the sea. Dave Prossor would like to confirm that the RAAus registration of the ultralight was 25-247.

If you can assist, please contact Dave at flyer02@optusnet.com.au



The Classifieds

Request for Information - Western Junction Air Scouts

Tony Peck, The Heritage Commissioner of Scouts Tasmania, is very interested in any information about the Air Scouts in Australia, and in particular the troop that operated for a short time at Western Junction (Launceston Airport), probably in the 1950's or 1960's.



A second Tasmanian Air Scout Troop also existed. This operated in the south of Tasmania in Hobart, forming 1950, based out of Hobart Aerodrome.

It was named the "16th Hobart Llanherne Air Scouts". This Group (Scout Troop, with a separate younger Cub Pack) existed until 1971. It then amalgamated with the 1st Hobart Scout Group to form the "1st/16th Hobart Llanherne" Group in 1971, having the most unique situation with Air, Land & Sea patrols within, operating up until later 1980's.

Please contact Tony (jam.man@bigpond.com, 0499 250 360, A/Hrs 7pm+ 03 6243 1500) if you can share any information about the Western Junction Air Scouts, their formation year, staff names, length of service existing, photos, uniform badges, hanger/s involved, etc. at the Western Junction / Launceston Airfield.

Tony would also be very interested in any relevant information on the Australia-wide air Scout Troops.



De Havilland Heron Available

The Queen Victoria Museum and Art Gallery (QVMAG) at Launceston is looking to find a new home for this Heron it has in storage.

VH-CLV <http://www.aussieairliners.org/dehavilland%20heron/vh-clv/vhclv.html>

Registered in Australia in 1970, used by Connellan Airways, Ansett Airlines of NSW on Lord Howe Island route, Avdev Airlines before being sold to Airlines of Tasmania in 1984 and operated until 1997.

It was transferred to QVMAG in 1997 and has been in storage since then



If anyone is interested in acquiring the Heron, please contact us and we will pass your details on to the QVMAG.





2022 Calendars Available

We have a small number of these 2022 Ghost calendars available for \$30 each, with all sale proceeds to go to the TAHS. Please contact us (info@tahs.org.au) if you would like a calendar.

	<p>World War Two Calendar</p>
	<p>World War One Calendar</p>

A different plane per month, each calendar page is 45 x 35 cm.