



### **Editorial**

Welcome to edition number eight of the TAHS Newsletter.

You may have noticed our new logo in the header of this newsletter. Over the last two years we have been very grateful to the Tasmanian Department of the Arts and its [Roving Curator](#) program, which assists community organisations to develop museums. This year's program is concentrating on planning exhibitions. In conjunction with the Cultural Heritage grants we received funding to assist in developing exhibition material, which included developing a logo that would be suitable for use in small format situations.

In this newsletter we complete the series of stories on the six Tasmanian World War 1 Air Aces, with the story of Arthur Palliser from Ulverstone. Of the six, he was the only pilot killed in action, only weeks before the end of the war.

In our continuing series on the Giants of Tasmanian Aviation, we have articles on Hazel Holyman and Harold Gatty. Hazel was instrumental in developing the role of the air hostess. Harold found international fame as a navigator on the first round the world flight in 1931. Also, we tell the story of Mrs Jackson, the first Tasmanian woman to gain her pilots licence in 1930.

A feature article this month is from Lyndsay Millar on the 90<sup>th</sup> Anniversary of the first Australian Airmail flight from Australia to the UK in November 1931. The flight started in Hobart, collected mail from Launceston and eventually arrived in London, after crashing along the way.

**The Editorial Team wish everybody a very happy festive season with families and friends as well as a safe and prosperous 2022. Our next newsletter is planned for March 2022.**

Included in this edition:


- The last installment of our salute to Tasmanian World War 1 Aces – Arthur Palliser
- Some Helicopter Stories from Tasmania – including a sighting of the Tasmanian Tiger
- The 90<sup>th</sup> Anniversary of the first Australian Airmail Flight to the UK by “Smithy”
- Tasmanian Aviation Giants –Holyman Family – Part 4 - Hazel Holyman
- Sunderland Flying Boat visit to Tasmania to support the Victory Loan Scheme
- Tasmanian Aviation Giants – Harold Gatty
- Where are they now – the De Havilland Heron's that flew in Tasmania
- Tasmanian Aviators – Frances Jackson, our first women pilot



## Historical Archives of Early Tasmanian Aviators

### Tasmanian Born Air Aces of World War 1

*By W. Dearing*

	<b>Arthur John Palliser</b>	
	<b>Born:</b>	02 March 1890, Launceston
	<b>Joined:</b>	18 September 1914
	<b>Died:</b>	05 November 1918 (Aged 28 years) Belgium
	<b>Serial Number:</b>	1939

In this, the final article of the six Tasmanian aviators awarded the title of “aces” during World War 1, we present the story of Arthur John Palliser.

The son of Benjamin and Mary Palliser of Ulverstone, Arthur John Palliser was born in Launceston on the 2<sup>nd</sup> of March 1890 and became a motor mechanic prior to his enlistment on the 18<sup>th</sup> of September 1914 with a serial number of 1939. On 22 December 1914 Driver Mechanic Palliser embarked aboard *HMAT Ceramic* and served with the 300<sup>th</sup> Mechanical Transport, Army Service Corps (17th Divisional Ammunition Column) 9<sup>th</sup> Amy Service Corps.

He transferred to the Australian Flying Corps as a cadet in January 1918 and commenced pilot training. Upon graduating from the Flying school in July 1918, he joined No 4 Squadron of the Australian Flying Corp in August 1918.



CONFIDENTIAL.

1st .....WING. A.F.C.

REPORT ON AN OFFICER WHO HAS UNDERGONE A COURSE OF INSTRUCTION.

No. 8 T'ing Squadron. A.F.C. Royal Air Force.

YEAR: 1918.

PERIOD OF COURSE. 22nd May 1918 - 30.6.1918.

DATE OF GRADUATION :- 30.6.1918.

RANK AND NAME:- Cadet. Palliser. A. J.

REGIMENT :- No. 1. A.D.S.C. A.I.F.

QUALIFICATIONS.

TYPES OF MACHINES FLOWN, AND ABILITY IN THEM

Avro	)
Sop Scout	) Very Good.

GROSS COUNTRY FLYING :- Not for new Graduation.

MECHANICAL KNOWLEDGE :- Fair.

DATE OF PASSING EXAMINATION "A" :- Oxford. 30.3.1918.  
Reading.....

Date joined Squadron For Higher Instruction :- 22nd May 1918.

TIME IN AIR.

	Hrs.	Mins.
(i) During higher instruction.		
(ii) Total solo since commencing tuition.	15	10
(iii) Total dual since commencement of tuition.	13	40
Total.	28	50

Qualification as an Officer.

ANY FURTHER REMARKS.

An exceptionally good Pilot: Will make a good and reliable Officer.

Place...Torbay...  
Date...17.10.18...

Headquarters,  
No. 4 Group,  
Royal Air Force.

- Forwarded -

Place...Torbay...  
Date...17.10.18...

Commanding 1st Wing,  
Australian Flying Corps.

#### Flight Training Record (National Archives of Australia)

His first victory took place on the 16<sup>th</sup> of September 1918 in the vicinity of Frelinghien in northern France whilst flying a Sopwith Camel Serial Number F1403.

In early October 1918, No 4 Squadron was re-equipped with the new and much more manoeuvrable Sopwith Snipe and it was in this aircraft (Serial number E8604) that Palliser achieved the title of an "ace". In two days, the 28<sup>th</sup> and 29<sup>th</sup> October, Palliser shot down two Fokker DVII aircraft on the 28<sup>th</sup> and followed it up on the next day (the 29<sup>th</sup>) with three more kills for a total of six aircraft and one balloon.



**File photo of a Sopwith Snipe, the type Palliser flew when he had five confirmed kills in two days (28<sup>th</sup> and 29<sup>th</sup> October 1918)**

The weather in the first few days of November 1918 was poor limiting the amount of flying the squadron could accomplish. Then on the 4<sup>th</sup> of November, the weather cleared and visibility was good and that day was to see one of the last great air battles in the First World War involving Australian pilots. In the afternoon, 16 Sopwith Snipes of No 4 Squadron were escorting a group of bombers when a dozen Fokker aircraft, belonging to the feared Jagdstaffel 2 (Jasta 2) Squadron were spotted and a fierce dogfight soon erupted. Four enemy aircraft were shot down, however No 4 Squadron lost three of their own aircraft, tragically Palliser was one of those pilots who lost their lives that day possibly the victim of German ace Karl Bolle.

Lt Palliser is buried in the Anvaing Churchyard at Fransnes – lez – Anvaing, Hainaot, Belgium, where his headstone and cemetery records indicate he died on the 5<sup>th</sup> of November 1918 just six days prior to the Armistice that ended the war. He was aged 28 years.

<b>Victories</b>				
<b>Date</b>	<b>Time</b>	<b>Aircraft</b>	<b>Opponent</b>	<b>Location</b>
16 Sep 1918	0820	Sopwith Camel (F1403)	Fokker D.VII (DES)	Frelinghien
05 Oct 1918	0645	Sopwith Camel (E7180)	Balloon (DES)	NE of Quesnoy
28 Oct 1918	1455	Sopwith Snipe (E8064)	Fokker D.VII (DES)	Ath (Belgium)
28 Oct 1918	1455	Sopwith Snipe (E8064)	Fokker D.VII (DES)	Ath
29 Oct 1918	1610	Sopwith Snipe (E8064)	Fokker D.VII (DESF)	NW of Tournai
29 Oct 1918	1610	Sopwith Snipe (E8064)	Fokker D.VII (DES)	NW of Tournai
29 Oct 1918	1610	Sopwith Snipe (E8064)	Fokker D.VII (OOC)	NW of Tournai



**The Six Tasmanian World War 1 Aces**

Aviator	No Victories	Died
Frank Alberry	7	23 Jan 1969
Allan Runciman Brown	5	Dec 1965
Raymond James Brownell	12	12 Apr 1974
Eric Douglas Cummings	9	27 Oct 1979
Wilmot Hudson Fysh	5	06 Apr 1974
Arthur John Palliser	7	05 Nov 1918

Of the six, only Arthur Palliser was killed in action.

For further information on the World War 1 Airmen, go to: <https://ww1aero.org.au/database.html>

The list of World War 1 Aces from Australia, go to:

[https://en.wikipedia.org/wiki/List\\_of\\_World\\_War\\_I\\_aces\\_from\\_Australia](https://en.wikipedia.org/wiki/List_of_World_War_I_aces_from_Australia)

## **Some Helicopters Stories from Tasmania**

*By: P.A.C. Richards, A.M.*

In July 1953 the Mercury reported that the first commercial helicopter service in Australia may be in operation soon. The proposed service would operate between Sydney and central western country towns, carrying passengers and freight.

*A decision on the inauguration of the service will be made within two weeks, after a conference between central western municipal and shire councils and an American helicopter company the Mayor of Lithgow (Mr. H. Heffernan) today interviewed company officials on the proposed service. He believed that a service between Sydney and country towns between Katoomba and Orange would be an economic proposition. The cost of a helicopter was £20,000, and the estimated cost of the service was £250 a week. Helicopters could carry two passengers and 780lb. of freight.*

Of interest, in 1957 there was what was described as the first sighting of a live Tasmanian Tiger in 27 years from a helicopter by Captain Jim Ferguson, co-pilot of the Australian National Airways helicopter based at Queenstown, Tasmania.

The Argus Newspaper reported:

*Captain Ferguson, with his flight engineer Mr Les Taylor, and Mr M. Solomon, a geologist with Mount Lyell Mining Company, were flying slowly home along the beach at Birthday Bay, 35*





*miles south-west of Queenstown, at a height of 30ft., when they saw a tawny tiger-striped "dog" trotting along the beach. Realising it was no dog, Captain Ferguson whirled round and flew over the animal again - it was a Tasmanian tiger. Speaking from Queenstown last night, he said: "We had a very clear view of the tiger for about two minutes. "We have closely examined the natural history books here, and pictures, and we are convinced it was a tiger. "Argus wildlife expert Mr. Crosbie Morrison said last night: "This is wonderful news. The Tasmanian tiger was feared to be extinct. It is the largest known flesh-eating marsupial and the fact it has been seen alive makes it the rarest mammal in the world."*

In 1977 the rusted remains of a fighter aircraft, a Hawker Demon of the RAAF was retrieved from a remote bush area near Waratah by a helicopter from No 9 Squadron. The Demon, Al-8, was one of two aircraft on a flight from Laverton, Vic. in February 1937, to take part in the Royal Hobart Regatta. The crew of the crashed Demon, Pilot Officer G. K. Buscombe, and his observer, Sargent H. W. Gould, were not injured. The crew of the second aircraft, piloted by Pilot Officer Ashton Shorter, forced landed on a roadway and Pilot Officer Buscombe made a controlled crash landing near a ridge. Recently, members of the Tasmanian RAAF reserve and Army reserve were involved in clearing a site for the RAAF helicopter to land to recover the wreckage of Al-8 for airlifting to Waratah township.

*In a five-hour operation, sections of the wreckage were lifted out by Iroquois helicopter and flown to the Waratah football oval, about 10 km. away. The wreckage was then loaded onto a RAAF truck and taken to Hobart. Four trips were made by the helicopter to remove the wreckage. The wreckage was flown by RAAF Dakota from Hobart to Pt. Cook where it will be rebuilt as a RAAF Museum exhibit. The aircraft will help fill a gap between the 1920s and the 1930s in tracing the 60-years of RAAF history. Tasmanian RAAF and Army reserve units had been involved in the search for the aircraft over the past 12-months. FLTLT David Hislop, of Hobart, a member of the ATC said: Four expeditions had gone into the bush to find the wreckage, but had little information as to its exact location. The wreckage was located by members of our unit and the bush area was cleared to make it accessible for air lifting."*

The article was supported by photographs of the 1937 recovery party at the crash site of Demon Al-8. Horses, not helicopters, were used then to recover wreckage. Forty years later RAAF and Army personnel prepare the wreckage for uplifting by RAAF helicopter. The task commander, Flt. Lieut. Russ Pyers, said that the recovery operation went without a hitch, despite the restricted area of the landing pad.

There have been numerous rescue operations using helicopters in Tasmania, these have been instances in the 20th century. Today they are a common feature in our air space and their versatility very much appreciated.

One of Tasmania's pioneer helicopter pilots was John Stanwix. His book 'The Flying Bug' published in 2021 gives an insight of the versatility and role of helicopters in Australia, Papua New Guinea and Antarctica. The book is available from the Tasmanian Aviation Historical Society - <https://tahs.org.au/tahs-shop/>

The extended article "The Introduction of the Rotary Winged Aircraft – The Helicopter" is [available here](#).



## First All Australian Airmail Flight from Australia to UK November 1931

By L. Millar

On the 19<sup>th</sup> of November 1931 a tri-motor "AVRO 10" aircraft, operated by Sir Charles Kingsford Smith's, Australian National Airways, left Tasmania to carry out the first all Australian airmail service from Australia to England and return.

The aircraft the *Southern Sun* was piloted by G.A. "Scotty" Allen with two crew members, one passenger and carried some 52,000 letters to be delivered in time for Christmas.

After leaving from Brighton racecourse the aircraft picked up mail from Launceston, Melbourne and Sydney and left Australia via Darwin.





**The *Southern Sun* at Western Junction**



**Pilot Scotty Allen**

While taking off from Alor Star in Malaysia on the 26<sup>th</sup> of November, the *Southern Sun* failed to gain flying speed on a boggy runway, struck an embankment, and crashed into a rice paddy. The four occupants escaped serious injury, but the aircraft was damaged beyond repair.



Lieutenant-Colonel H. C. Brinsmead, O.B.E., M.C. (Controller of Civil Aviation), who opened the Aerodrome; Dr. J. Ramsay, C.B.E., President of the A.A.C. (Tasmanian Section); and Air Commodore R. Williams, C.B.E., D.S.O.

The passenger on the flight, Lt. Col. H.C. Brinsmead was the Controller of Civil Aviation in Australia.

Lt. Col. Brinsmead had been in Tasmania on 28<sup>th</sup> February 1931 to officially open the Western Junction aerodrome.

This photo of Lt Col Brinsmead (R), Dr J. Ramsay, President of the Aero Club, (C) and Air Commodore R Williams, chief of the RAAF (R) was taken at the opening.

Kingsford Smith then departed from Sydney in a second "AVRO", the *Southern Star*, picked up the mail and completed the flight to England on the 16<sup>th</sup> of December 1931, in time for the mail to be delivered for Christmas.

Brinsmead decided not to wait for "Smithy" and left on a KLM flight to Amsterdam. On the 7<sup>th</sup> of December this aircraft crashed on take-off from Bangkok, killing three crew, two passengers and critically injuring Lt. Col. Brinsmead. He died in 1934 from complications related to his injuries.

The *Southern Star* departed with mail from London on the 7<sup>th</sup> of January 1932 and arrived in Melbourne on the 21<sup>st</sup> of January completing the round trip.





This Air Mail letter was posted in Launceston and carried on the flight.

To learn more about the mystery around this letter, follow the link our [website](#).

Although this was the first all-Australian airmail flight to the UK and return, it was not the “first”.

The first airmail from England to Australia was initiated by Imperial Airways. Departing London on the 4<sup>th</sup> of April 1931, the mail travelled on many legs by Imperial aircraft. The aircraft flying the last leg was a Fokker F. V11 *City of Cairo*. Unfortunately, the aircraft ran short of fuel, crashed and was destroyed at Koepang in Indonesia on the 19<sup>th</sup> of April.

Kingsford Smith then flew his famous *Southern Cross* to Indonesia on the 24<sup>th</sup> of April to pick up the stranded mail and completed the delivery to Australia on the 25<sup>th</sup>. He then assisted Imperial Airways again with the return mail from Australia to England. He flew the *Southern Cross* with the return mail from Australia to Burma, where Imperial airways completed the journey to England.

The mail was again transferred to Imperial aircraft and finally arrived at Croydon aerodrome in London on the 14<sup>th</sup> of May 1931.

A Miss Flinders historical side note:

The *Southern Star* departed London on the 7<sup>th</sup> of January 1932 and arrived in Melbourne on the 21<sup>st</sup> of January 1932.

Jeffrey and Jenkins left London in G-ABOM (later *Miss Flinders*) on the 28<sup>th</sup> of December 1931 and arrived in Melbourne on the 18<sup>th</sup> of February 1932.

So somewhere over Africa or the Middle East, the *Southern Star* would have overtaken G-ABOM on the flight to Australia.



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

### **Part 4 – Hazel Holyman - The Matron”**

*By W. Dearing*



It would be remiss that any story or history regarding the Holyman family and Australian National Airways (ANA) is recorded without reference to the airline's air hostesses (or flight attendants in today's language) and in particular, one incredible lady known affectionately throughout the company as "Matron Holyman".



Born in Launceston on the 17<sup>th</sup> of March 1899, the eldest of four children of locally born parents Frederick and Emmeline Gaunt, Hazel was educated at Broadland House Church of England Girls' Grammar School in Launceston.

Hazel married Victor Clive Holyman on the 22<sup>nd</sup> of August 1921, at Christ Church Longford.

**Photo: Sisters Mollie (R) and Hazel (L) Gaunt**



When Victor and his brother Ivan expanded the family's shipping business into aviation in 1932, Hazel supported the family business by driving passengers to the airport, providing them with blankets, biscuits, and coffee for their forthcoming flight. It could be argued that Hazel became Australia's and the airline's first air hostess and she did it without leaving the ground!!

However, she was dealt a cruel blow by the death of her husband in the 1934 crash of the aircraft *Miss Hobart*. Following Victor's death, she withdrew from the "firm" and sought solace by travelling in England and America. Whilst in America she spent time in Chicago with officials from United Airlines, one of the pioneers of air hostessing services.

At the suggestion of Ivan Holyman that she take up the role of hostess superintendent, Hazel took up duties in her new role in November 1939 with just 18 hostesses. By the time of her retirement in 1955, the numbers had grown to almost 200.

On commencement of her new role, her duties were far from glamorous. They included taking charge of stores, catering, laundry, designing uniforms, and even filling in for hostesses that were too sick to fly. Always elegant, composed and very much in charge she was forever courteous and had a very pleasant manner.

While she ruled the hostesses with a rod of iron and was renowned for her steely grey eyes that could spot dirty shoes, crooked stockings seams, and soiled unpressed uniforms at fifty paces, most hostesses soon realised she had a heart of gold. Although she gave the impression of being a "tough old bird" she was as soft as butter underneath and was known to cry after having to reprimand a hostess.



**Executives of ANA in 1945. Seated are Hazel (left), Ivan Holyman (centre) and Lawrence Johnson (second from right)**

Matron Holyman believed in first class service and that hostesses were essentially a public relations job. She was one of the first to realise that airlines are largely judged by the people the passengers spend the most time with – the air hostesses. As such the "Matron" encouraged hostesses to speak with every passenger insisting they allocate the time to do this.



In the early 1950's aviation and flying was still very much a novelty for some and a nerve-wracking experience for others. Another function of ANA's hostesses that was deemed vitally important was to reassure anxious and nervous passengers, whilst at all times, maintaining an air of calm and control.

Matron Holyman had strong views on the hostesses' appearance. She preferred a neat, efficient and discipline image rather than a glamorous one.



**“Matron” Holyman presenting their wings to newly graduated hostesses.**

Hostesses had to keep their hair tidy and above the uniform's collar, skirts were to be mid-calf length, gloves must be worn, together with stockings and sensible shoes with faces made up with a smile and little else. All of these requirements were often for a very short career as an airline hostess. Until the introduction of the DC-4s all ANA aircraft operated with one hostess, unless a trainee was flying with an experienced hostess, whereas the DC-4s required two hostesses and on their introduction the DC-6s required three.

Early life as a hostess was not all glamour but plain hard work. Most hostesses stayed with the airline only for a period of approximately two years although one reason for this, as with all airlines at the time, was because they had to resign upon marriage.

ANA used their hostess training to achieve another first for the airline when they use their hostesses and their in-flight service as a promotional tool. The hostesses being presented in promotions and advertisements based not on their glamour and beauty, but on their training and dependability.





The ultimate test for hostesses would be demonstrated in a crisis situation and whilst the vast majority of the hostesses never experienced an emergency, those who did found their training proved invaluable.

All hostesses were taught emergency procedures, the need to remain calm and the importance of getting passengers out of a crashed aircraft. The success of their training was graphically illustrated on the 8<sup>th</sup> of November 1946 with the crash of the DC-3 "Kurana" at Mount Macedon. Tragically both pilots were killed but the hostess on the flight, Elizabeth Fry, managed to supervise and assist all passengers safely from the burning wreckage, applying first aid to the injured until help arrived. In recognition of her coolness and courage Elizabeth Fry was presented with an inscribed silver tray from Lloyds of London. She was the first hostess in the world to receive such an award. A tribute to their training.

Nan Whitcomb was a long serving hostess, joining ANA in 1950 and in the final chapter of her book "Up here and Down There" she referred to the methods and training received under the guidance of Hazel Holyman. She commented that "I tried to follow the Matron's recipes for law and order and a mixture of loyalty and sense of belonging of a group with a common worthwhile purpose."

Under Matron Holyman, the ANA hostess service was an enormous strength to the airline. Her influence lasted long after her retirement in 1955, extending through not only ANA, but also Ansett, TAA and Qantas as her senior hostesses were recruited to leadership positions with other airlines.

In 1966 Hazel Holyman was nominated for the "Down to Earth Club" formed that year by former Ansett-ANA air hostesses that raised money for various charities. She continued her involvement with this group for the rest of her life.





**Hazel on her 80<sup>th</sup> Birthday**

Awarded an AM in 1980 she also received an Advance Australia Award for her services to aviation in 1988.

Hazel Holyman died in Launceston on the 14<sup>th</sup> of November 1992.

***NEXT ISSUE: Post war years flying for ANA.***

### **Request for Information**

On page 34 of this newsletter, we are asking for help in identifying a plaque that Hazel presented to Holyman's Airways commemorating her Husband, Captain V. C. Holyman.



## The Southampton and Sunderland Flying Boats in Tasmania

By P.A.C. Richards, A.M.

### The Visit of the Supermarine Southampton Flying Boats in 1938

The Saro Supermarine Southampton Flying boats visited the Tamar prior to the outbreak of the Second World War was recorded in the Examiner in this article:

#### ***WILL BERTH AT ROSEVEARS Visiting Flying Boat Squadron***

*When the five R.A.F. flying boats now on their way to Australia to attend the celebration of the 150th anniversary of the founding of New South Wales visit Launceston in February, they will berth in the river off Rosevears. This information was contained in a letter received at yesterday's meeting of the Marine Board from the Air Board in Melbourne. The letter also asked the Marine Board to provide suitable moorings, and stated that a representative of the R.A.A.F. would visit Launceston to select the exact sites for these. The board agreed to provide the moorings and to do everything possible to assist the squadron, charging only out of pocket expenses. The flying boats, which comprise the No. 204 R.A.F. flying boat squadron, are due February 17, and the Master Warden (Mr. W. Robinson) suggested yesterday that the officers of the squadron might be taken on a tour of the river to give them an opportunity of appreciating its possibilities as a flying boat and seaplane base.*

Three of the flying boats arrived on 17<sup>th</sup> February 1938 as reported by the Examiner:

#### ***FLYING BOATS FIRST R.A.F. CRAFT HERE***

##### ***Flight Over City Prevented by Slight Engine Trouble***

*The first R.A.F. machines to visit Tasmania, three Saro flying boats of 204 Squadron, Mt. Batten, Plymouth, alighted on the Tamar at Rosevears yesterday morning after a crossing of less than three hours from Melbourne. With the flight across Bass Strait, they had covered more than 13,000 miles since they left England on a 150<sup>th</sup> anniversary cruise to Australia.*

*Slight trouble with one of the flagship's engines, probably a result of her immersion in Sydney harbour, compelled the boats to land without circling over Launceston, and the commanding officer, Wing Commander K. B. Lloyd, later expressed his regret that city folk had not been able to see the boats in the air.*

*The three huge, twin-engined craft were sighted by watchers from Rosevears shortly before 10 o'clock. With the sun glinting on their metal hulls, they swept around gracefully to pick up special moorings that had been laid by the Marine Board. Within a few minutes the sky-blue ensign of the Royal Air Force was fluttering from each of the boats.*

*The flying boats had left Melbourne at 7.15 and had crossed Bass Strait by way of Wilson's Promontory and Flinders Island. A deviation from their intended course to take them over the island was made at the request of the Prime Minister (Mr. Lyons) and the Premier (Mr. A. G. Ogilvie, K.C.).*



### The Visit of the Sunderland Flying Boat to Support the Victory Loans in 1945

The Short S.25 Sunderland flying boat was designed to be a long-range reconnaissance patrol bomber. The RAAF received six of these flying boats to primarily transport passengers and freight. The first of these, A26-1, was built in 1943 and arrived in Australia in March 1944.

During the course of World War II, four Victory Loans and one Austerity Loan were raised. Whilst the loans offered very favourable terms, they were promoted primarily using the rhetoric of nationalism and civic duty rather than individual gain. With stores short of products at Christmas time, the government encouraged the gifting of war savings certificates and war savings stamps instead.

However, as an encouragement, the RAAF despatched a Sunderland Flying Boat, A26-1, to Tasmania offering flights to those who had invested in Government bonds.

The *Examiner* reported in March 1945:

#### **FLYING BOAT'S VISIT**

*The Sunderland flying boat which is to visit Tasmania in connection with the Third Victory Loan is due to arrive in Launceston next Tuesday. Arrangements will be made for all those who have contributed £100 or more to the loan to be taken up for flights.*

The *Examiner* reported in early 03 April 1945:

*The interruption of the interstate tour of the Sunderland flying boat owing to bad weather at Newcastle, will not affect the Tasmanian itinerary in support of the Third Victory Loan.*

*Captain of the Sunderland, which has a crew of 10, is Flight-Lieutenant M. S. Mainprize, D.F.C., formerly of the famous No. 10 Squadron, R.A.F. Coastal Command. He gained his decoration for outstanding service in anti-submarine patrols, during which he bagged a U. boat in the Bay of Biscay.*



**The photograph of the Sunderland birthed at Rosevears on the Tamar hangs in the Dinning Room at the present Rosevears Hotel.**

The next day the *Examiner* reported:

***Huge Flying Boat Circles Over***

*City Citizens were keenly interested in the huge Sunderland flying-boat which circled overhead yesterday during its Third Victory Loan tour visit to the Tamar. The Sunderland reached Rosevears at 9 o'clock after flying over the city and during the morning made several passenger flights, taking up contributors of £100 or more to the loan, as well as members of the local loan committee. These included the Mayor (Ald. Clark), who is chairman of the committee, Mr. W. Gellie, the deputy chairman, and Ald. Henty. The flying-boat left for Hobart early in the afternoon. Members of the flying-boat's crew are Flight-Lieut. M. S. Mainprize, D.F.C. (captain), Flying-Officer B. Buchan, Warrant-Officer E. C. O'Brien, Warrant Officer R. Wilson, Flt.-Sgt. B. Love and Sgt. R. Anderson. All are members of No. 10 Squadron, R.A.A.F., the first Australian squadron to serve in Britain. While overseas they took part in anti-submarine patrols over the Atlantic and Mediterranean, in the evacuation of Crete and in the transport of wounded from Malta.*

***WILL ENCIRCLE TOWNS***

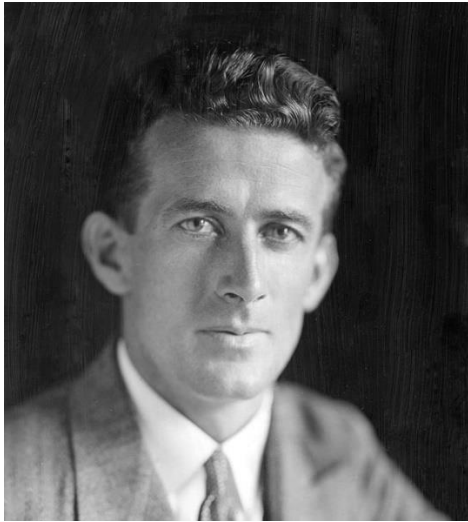
*The Sunderland will fly over and encircle many towns throughout the state after its departure from Hobart to-morrow. So far as time permits, the flying boat will visit the following centres: Huonville, New Norfolk, Hamilton, Queenstown, Gormanston, Strahan, Zeehan, Rosebery, Smithton, Stanley and Wynyard. It will then fly over north-west towns to Deloraine before crossing Bass Strait to Point Cook.*

The [full article](#), with more information on the Victory loan is on our website.



## **Tasmanian Aviation Giants – Harold Gatty**

*By: J. Livermore*



Harold Gatty was born in Campbell Town Tasmania on the 6<sup>th</sup> of January 1903. His father was headmaster of the local government school. In 1915 Harold with a bursary entered St Virgil's College, Hobart as a boarder. While in Hobart, he developed a love of Hobart harbour, all things connected with the sea and being a sailor.

In January 1917, aged 14, he enrolled in Jervis Bay Naval College. The course was a tough one. He was not a star pupil and had most problems with maths and navigation. He had difficulty concentrating on technical subjects.

A seagoing posting was offered to Gatty due to less demand for officers in the Navy. In June 1920, he joined Patrick SS Co as an apprentice and served on the SS Gabo plying between Australian ports and New Zealand. He spent hours at night noting that by observing the stars, a man could navigate by their position.

After three years Gatty signed on to the United SS of New Zealand and was posted to an oil tanker working between New Zealand and California. Crossing the Pacific, he studied celestial navigation and experimented with using his senses as navigational aids, for example the smell of coconuts, guano and the new mown hay 80 miles out from New Zealand.

In 1926 he started running a floating ship on Sydney harbour but competition from established providores proved fatal to his business. On the 3<sup>rd</sup> of June 1926 he married Vera McCulloch and faced with struggling to find a job, he applied for a visa to enter the US.

Arriving in San Francisco on Christmas Eve 1927 Gatty found his seagoing papers were only valid for British Empire ships. After working on a private yacht owned by the sports millionaire Spaulding, Gatty opened his new business, a navigation school based in Los Angeles.

Operating as an agency for the Pioneer Instrument Co, Gatty came into contact with aviators using airlines around Los Angeles. Air navigation was then primitive. To work out where you were in a plane, land-based features such as rivers, roads and railways were markers, but they were invisible in bad weather.





After running his own pilot school in San Diego Gatty teamed up with Lt. Commander Philip V.H. Weems a serving naval officer. He worked to improve Weems's table of calculated position line (Weems's Curves). These had been used by Admiral Byrd in the Antarctic and the Australian explorer Hubert Wilkins in the Arctic. The Weems Curves could only be used at night, so he looked to develop dead reckoning for aviation navigation.

Gatty invented the air sextant and then the aerochronometer which was designed to overcome the effect of rapid air speed on a calculation. He also designed and built the Gatty Draft Sight to fix the determination of ground speed of an aircraft and the angle of drift, the so-called crosswind effect. All these inventions are the basis of the modern automatic pilot. Weems published a textbook "Weems's System of Air Navigation" giving credit to Gatty for much of its data processing describing him as 'a compass and map expert who has done more practical work on celestial navigation than any other person in the world today.'

In 1929 Gatty flew as navigator with Roscoe Turner from Glendale California to Roosevelt Field in New York in a Lockheed Vega. The flight took 19 hours 51 minutes, which was 2 hours short of the record. It was his first experience in long distance navigation and boosted his reputation as a talented and reliable navigator.

In 1930 Gatty acted as navigator to a Canadian flyer Harold Bromley in his attempts in *The Spirit of Tacoma* to cross the North Pacific to the islands of Japan. The attempt to make the crossing failed, as did a flight from Japan which had to turn back near the Kurile islands in the north Pacific. However, on those flights with Bromley, he proved endurance and capability flying through fog and using the dead reckoning skills developed with Weems and Gatty's own maritime experiences crossing the Pacific.

Gatty resumed his navigation instruction in Los Angeles and his client numbers increased. In January 1931, Wiley Post, a pilot with experience in oil surveying in remote parts of the US met Gatty offering him the position of navigator in the plane *Winnie Mae* for Post's planned round the world flight.



The *Winnie Mae* was Lockheed Vega 5B with a cruising speed of 160 mph and a maximum speed of 185 mph. It had a prefabricated fuselage and a Wasp engine with a powerful supercharger. This enabled the plane to reach 16,000 feet to take advantage of the fast flowing jet stream. Post was one of the first to consider using this altitude to boost air speed. A giant fuel tank was installed in the fuselage.

**Post (L) and Gatty (R) with the Winnie Mae**



Flight instruments were grouped for easier reading during blind flying. A bank and turn indicator, a rate of climb indicator and artificial horizon were also installed with duplicate instruments for Gatty. These included an airspeed indicator, a compass and a master aperiodic compass.

Gatty planned the route, arranging facilities at airports, obtaining metrological information, detailing fuel needs and emergency landing sites. Maps of the USSR, over which they would fly, could not be obtained and outdated British War Ministry maps proved inaccurate. Until May 21 the USSR refused to let the aviators fly over its territory, but they relented based on the help the US gave Soviet flyers on the Alaska stages of their flight from Moscow in October 1929.



Leaving Roosevelt Field at 4.55 am on 22 June 1931, both pilots were in suits not flying gear and with \$1 in respective pockets the *Winnie Mae* headed out in light showers. After landing at Grace Harbour in Newfoundland, the *Winnie Mae* flew into the north Atlantic, fog bound flying at 50-100 feet above the waves, too heavy to rise with near full fuel tanks. Post took the plane to 1,600 feet but found no break from the fog. 16 hours later from Newfoundland the *Winnie Mae* landed at the UK RAF base of Sealand near Liverpool. They then crossed to Holland, refuelled at Hanover and landed at Tempelhof in Berlin for an overnight stop.

Arriving in Moscow the pair were met by the USSR Society for Aviation and Chemical Defence. A long dinner at the Moscow Savoy tested the tired fliers with nine courses of food and plentiful vodka toasts. The Moscow aircrew pumped 324 imperial gallons into the *Winnie Mae* instead of the smaller US gallons so the extra gallons had to be siphoned off before take-off.

From Moscow the flight went to Irkutsk in Siberia. Checking a bend in the Amur River Gatty navigated into Blagoveshchensk where the airfield was a muddy lake which bogged the plane. The next day the lake was drained and the *Winnie Mae* was pulled out from the runway with horses. Following the Trans-Siberian Railway east the flight reached Khabarovsk. From here Post and Gatty decided to head across the Pacific to Solomon Alaska.

The *Winnie Mae* had NW headwinds over the Kamchatka Peninsula. Off Sakhalin Island the plane was making 140 mph. The leg across the Aleutian Islands and the Bering Sea was the most dangerous of the whole flight, which was at wave height. Landing at Solomon Alaska the plane refuelled, however on take-off, it dug into soft sand and bent two propeller tips. Post fixed these with a hammer and a wrench while Gatty bruised his shoulder on the propeller when the engine



backfired. Even so he was still prepared to navigate to Fairbanks. There the propellor was replaced and the *Winnie Mae* refuelled and the fliers got a few hours' sleep.

Over Canada the next day the *Winnie Mae* hit rain and mists. Following the Canadian Pacific Rail line, Post and Gatty reached Edmonton which had a flooded airfield. Despite a large crowd greeting them there the fliers were grossly weary at the official reception. After a good night's sleep with baths and shaves the pair were in high spirits. The *Winnie Mae* had been hauled from the flooded airfield by a caterpillar tractor. The take-off was on the main road in Edmonton where council crews had helpfully removed telephone and power cables.

The *Winnie Mae* touched down at Roosevelt Field in the afternoon of 30 June 1931, after a trip of 8 days 15 hours and 53 minutes. The New York Times reported "Gatty whose unerring navigation enabled the expedition to maintain a perfect schedule on their 15,474 mile flight around the world, hauled himself up through the cockpit and was sitting, with a grin on his oil-smeared face on the high wing of the ship when the crowd swarmed around it."

Gatty and Post and their wives were given a special lunch by President Hoover in the White House. In August 1932 Gatty received the Distinguished Flying Cross with Post from President Hoover at the National Aeronautic Convention. He became a celebrity in the US and on 15<sup>th</sup> of January 1932 he was appointed to the specially created civilian position of Senior Engineer in the Air Corps and the requirement of US citizenship was waived. Gatty flatly refused in all his time in US to change his Australian citizenship.

From 1934 Gatty was involved in developing air routes for the American airline TWA. He conceived two Pacific routes which used land-based aircraft and ran from the US to Australia from San Francisco to Honolulu, Jarvis, Pago Pago Suva, Auckland to Sydney. The other run was planned to run to Japan via Honolulu, Midway and Wake.

Backed by aviation company Douglas, Gatty found that key Pacific islands on the San Francisco to Auckland route were of doubtful British claims. These islands had been colonised earlier by US guano miners and so, on that basis, could be claimed by the US. It was this activity by Gatty that conflicted with the Australian Government's preference for the London to Sydney route and made Gatty an outcast as far as Canberra and its bureaucrats were concerned.

In 1935 Gatty contracted with the New Zealand government to develop the proposed route. The New Zealand government of the time nearly cut off relations with the Australian Government's air route policy. The US government on its part had defence reasons for backing the Pan Am route. On the 17<sup>th</sup> of March 1937, a Pan Am's Sikorski's S-42 flying boat took off from Oakland California arriving in Auckland on March 31.

Gatty went on to serve in the US Army Air Corps during World War 2. He wrote the *Raft book* in 1944 for downed US fliers in the Pacific. It was based on his early interest in natural navigation which was later fully explored in his book *Nature is Your Guide* (published by William Collins in 1958), which gave Polynesian seafarers credit for their navigational skills.

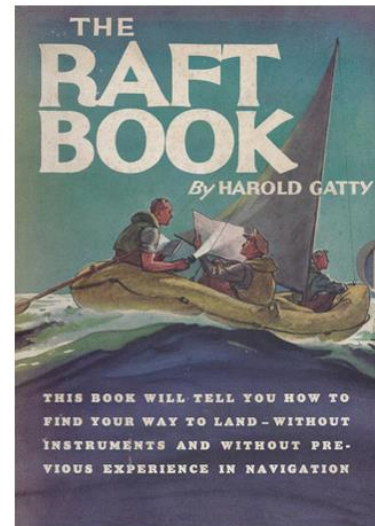
Gatty moved to Fiji in 1947 and started a tuna fishing operation, which failed. In July he established Fiji Airlines and brought in three twin-engined De Havilland DH 89a's. Gatty served two terms on Fiji's Legislative Council.



## TASMANIAN AVIATION HISTORICAL SOCIETY Incorporated

NEWSLETTER    ISSUE 08    SUMMER 2021

Gatty died near Nausori Airport, Fiji at 11am August 30 1957, aged 54. He was buried in Suva.



**The Harold Gatty Memorial in Campbell Town**

He deserves a memorial in a better state than the one in Campbell Town.

Acknowledgement: this article is based on the book "Gatty: Prince of Navigators" by Bruce Brown, Libra 1997.

Notes: A copy of the "Raft book" is in the Tasmanian Public Library, Hobart. Charles Lindberg gave Harold Gatty the title of "Prince of Navigators."





### ***Miss Flinders* – Flying High at Launceston Airport**

The Desoutter monoplane *Miss Flinders*, which we are the custodians, was reassembled and installed in the Launceston Airport terminal to coincide with the 90<sup>th</sup> anniversary of the official opening of the airport on 28<sup>th</sup> February this year. (The full story is available [here](#)).

The final stage of the project was to elevate the plane above the concourse to its permanent resting place “in the air”. This joint project funded by Launceston Airport, the Tasmanian State Government and TAHS was undertaken in late November and was completed in mid-December.



A very short video of Mss Flinders being raised is available on our [YouTube channel](#)



**Tasmanian Aviation  
Historical Society**





## **Where are they now?**

### **Aircraft that contributed to Tasmania's Aviation History**

#### **De Havilland DH. 114 HERON**

*By W. Dearing*

##### **Aircraft History**

The de Havilland DH.114 Heron was a small propellor driven British airliner that first flew on 10 May 1950. It was a development of the twin-engine de Havilland Dove, with a stretched fuselage and two more engines and was designed as a rugged conventional low wing monoplane with tricycle undercarriage that could be used on regional and commuter routes. A total of 149 were built and it was also exported to about 30 countries. The aircraft was initially powered by four de Havilland Gypsy Queen engines fitted with two blade D H 2/1000/2 constant speed propellers.

With two pilots and seating for up to 17 passengers the Heron was well received by flight crews and passengers alike.

After production ceased in 1963, some companies, notably Riley Aircraft Corporation and Pinair offered modification kits which replaced the Gypsy Queen engines with Lycoming IO-540 or Continental IO-520 engines, which greatly enhanced load carrying and performance.

18 Heron's were registered in Australia.

##### **Tasmanian Operations**

Heron's first made their appearance in Tasmania during the early 1980's when local airline, Airlines of Tasmania, purchased VH-CLY and later further acquired VH-CLV, VH-CLT, VH-KAM and VH-CLX. The airline was then currently operating Tasmanian intrastate services and regular flights to Flinders Island, King Island (via Wynyard) and Essendon in Victoria.

Airlines of Tasmania continued using Heron aircraft until 1995.

The operating history and eventual retirement of each of the five aircraft is detailed in the following order of their purchase dates.



**VH-CLT De Havilland DH-114-2D/A1 Heron c/n 14071**

This aircraft was built in 1955 for Indian Airlines Corporation and delivered in July 1955. The aircraft was sold to Connellan Airways Ltd and was entered in the Australian Aircraft Register as VH-CLT in March 1963 and in December 1969 was fitted with Lycoming engines. This was the first of the Connellan Herons to undergo the refit at a cost of \$100,000 and some 2,000-man hours.

This aircraft was on the ground in Darwin when “Cyclone Tracey” struck the city in December 1974 but remarkably suffered only minor damage and was back in the air the next day.

The aircraft was placed in storage at Alice Springs Airport in 1981. It was purchased by Airlines of Tasmania in 1983 and ferried to Launceston before entering service in March 1983.

In June 1989 the Heron was withdrawn from service and stored at Launceston Airport. It was removed from the register the same year. The aircraft was subsequently scrapped on site with the fuselage being used as a hunting lodge at Woodbury, a somewhat ignominious ending to the aircraft’s life.



**The fuselage of VH-CLT now serves as a storage shed in the hills of Woodbury, Tasmania**



**VH-CLY - De Havilland DH-114-2D/A1 Heron c/n 14122.**

The aircraft was first registered on the Spanish register in 1957. In 1975 the aircraft was purchased by Connellan Airways Ltd, re-engined with Lycoming engines in 1976, and entered the Australian Aircraft Register as VH-CLY in 1976.

In February 1981 the aircraft was withdrawn from service, when Northern Airlines ceased operations, and placed in storage at Alice Springs. In May 1983 it was acquired by Airlines of Tasmania and flown from Alice Springs to Launceston via Leigh Creek and Essendon.

Services then commenced out of Launceston, flying the Flinders and King Island routes, whilst still sporting the basic Northern Airlines livery.

On the 3<sup>rd</sup> of August 1983, following a flight from King Island via Wynyard to Launceston, the aircraft was on its final approach to Launceston Airport, when attempting a missed approach, the aircraft crashed. Fortunately, the two pilots and five passengers all escaped relatively unscathed; however, it was deemed uneconomical to repair the aircraft and it was written off although some parts were used on other Herons in the fleet.



**File photo of VH-CLY**





**VH-CLV - De Havilland DH-114-2D/A1 Heron c/n 14124**

This Heron had the unique distinction of being built for and delivered to the German Luftwaffe in April 1958, being allocated West German Air Force colours and used as a communication aircraft.

The aircraft was purchased in 1970, by Connellan Airways Ltd, and was placed on the Australian Aircraft Register as VH-CLY in May 1970. In August 1973 this Heron was also fitted with Lycoming Engines. In September 1974 it commenced charter operations for Ansett Airlines of NSW operating Sydney-Lord Howe Island-Sydney route. It returned to the renamed Connellan Airways Ltd Connair in March 1975.

The aircraft was purchased by Airlines of Tasmania in May 1984 and flew a similar schedule to other Airlines of Tasmania Herons continuing operations until the airline suspended operations in February 1997.



**Cockpit of a Heron similar to that of VH-CLV**

The aircraft was sold to Australian Pacific Air Parts in 1997. As it was unairworthy, it was consequently grounded and removed from the Aircraft Register. In August 1997 it was moved to the Queen Victoria Museum at Inveresk in Launceston and placed in storage, where it is still kept today. The museum is anxious to divest themselves of the aircraft and has had initial discussion with Tasmanian Aviation Historical Association as to a restoration programme for this aircraft. Such discussions are ongoing and the Association, as custodians of *Miss Flinders* restoration and display, are keen to rescue and restore a further aircraft such as this.



**VH-KAM - De Havilland DH-114-2D/A1 Heron c/n 14123**

This aircraft was built and initially delivered to AVIACO Spain in 1957 and was then sold to Fiji Airways Ltd in October 1964, before arriving at Connair Australia in May 1975. The aircraft was then purchased by Airlines of Tasmania in July 1985.

In June 1992 the aircraft was leased and ferried to Wellington New Zealand to be operated by Vincent Aviation. At this time the aircraft had accumulated 24,687 hours and thirty minutes of flight time. In September 1993 it was returned to Airlines of Tasmania on the termination of the lease.

The aircraft's final revenue service was conducted on the 9<sup>th</sup> of November 1994, operating the Launceston - Flinders Island - Launceston route. The aircraft was withdrawn from service in December 1994 and stored at Launceston Airport, with 26,885 flying hours.

Fortunately, this airplane was to achieve a better retirement programme than that of other Herons when the Queensland Air Museum crew arrived in Launceston in February 1998 to prepare the aircraft for transfer to Caloundra.

Loaded on the back of a truck the aircraft was driven to the Queensland Air Museum Caloundra, restored and is currently on display.



**VH-KAM on display at Caloundra in her final Airlines of Tasmania Livery**





**VH-CLX - De Havilland DH-114-2D/A1 Heron c/n 14198**

First flown in January 1957, this aircraft entered the Indian Register in November 1957. It was purchased by Connair in December 1970 and entered the Australian Aircraft Register as VH-CLX in March 1971.

Lycoming engines were installed in January 1972 and the aircraft operated until February 1981. It was placed in storage at Alice Springs Airport until purchased by Airlines of Tasmania in 1986.

VH-CLX was then ferried to Launceston in July 1986 and commenced revenue flights for the airline until 1995 when it was withdrawn from service and stored until the aircraft was sold to Australian Pacific Air Parts for spares in 1997.

In June 2001 the fuselage was donated to the Moorabbin Air Museum in Victoria. The aircraft was removed from the Aircraft Register in May 2004. The aircraft was then purchased from the museum for \$8,009 in about 2020 and then sold once more to an unknown buyer.



**A somewhat weather beaten VH-CLX outside the Moorabbin Air Museum**



### **The Heron's in Tasmania Today**

So, there you have it, a brief history of the De Havilland Heron's operations in Tasmania, all operated by Airlines of Tasmania, and used primarily in the Launceston - Flinders Island - Launceston and Launceston – Wynyard - King Island – Wynyard - Launceston routes. The aircraft provided a faithful mode of transportation for both passengers and freight to the islands, offering safe regular transportation for many years.

Only one aircraft, VH-KAM, has been restored and placed on display in Queensland with the others either sold, stripped for parts or parked outside for the elements to gradually eat away.

Fortunately, there is still one aircraft that could be saved. VH-CLV, "Victor", is still housed in Launceston's Queen Victoria Museum awaiting disposal. Some initial discussion with TAHS and the museum has been undertaken although how long the museum wishes to keep the aircraft in storage, we do not know, but the challenge for restoration is there.

Some of the aims and objectives of TAHS is to recognise, document and promote the aviation history of Tasmania and where possible collect and maintain historical items. The society achieved this when they became custodians of *Miss Flinders* than is now proudly on display at Launceston Airport and the same opportunity exists for the Heron.

**Hopefully it can be achieved!!**



**VH-CLV "Victor"**



## Tasmanian Aviators

### Tasmania's First Women Pilot - Francis Jackson

*By P.A.C. Richards, A.M.*

Among the pioneering women being included on the 2019 Tasmanian Honour Roll of Women is one of Tasmania's first female pilots, the late Frances Jackson, who took to the skies in the 1930s. Frances Jackson, (née Hyatt) is credited with being the first Tasmanian woman pilot.

Born in 1908, as a teenager, Frances Hyatt lived with her family at Dunalley (Tas) and used to ride a horse along the coast to get the closest possible views of post WWI seaplanes exercising over Norfolk and Frederick Henry Bays. She thought it would be tremendous to learn to fly.

In 1930 she married Mr Jackson and was living at Murdunna (Tas). The same year she was accepted as a student by the Goulburn Aero Club in New South Wales. (The Goulburn Aero Club had the distinction of being the first country aero club established in New South Wales in 1927).

Here Frances was flying solo after only eight instructional flights and graduated top of the nine women on the course. She gained her private pilot's licence on 22<sup>nd</sup> of December 1930 aged 22, the first Tasmanian woman to do so.



***DAREDEVIL: Frances Jackson, originally from Tasmania, was 28 years old when she travelled to Goulburn to obtain her pilot's licence. All photos supplied.***

Mrs Jackson entered the Goulburn Aero Club's £1,000 competition for the first woman to fly solo around Australia. While she did not win, she was soon to be the first woman trained at the Goulburn Aero Club to fly from Goulburn to Mascot in Sydney.





One of the other girls who graduated at the same time was 18-year-old Miss Rebe Griffiths, who went on to be the first Victorian and 3rd and youngest Australian to gain her commercial B class licence in 1931.

Frances Jackson was a thrill-seeking pilot who joined the wave of emancipated women across the country during the 1930s. Between 1931 and 1938 Mrs Jackson participated in air pageants, aerobatics and races in Tasmania, Victoria and New South Wales. It was reported that at one stage she flew a Gypsy Moth VH-ULM under a bridge and had her licence suspended.

Frances was apparently popular with Tasmanian crowds with one newspaper reporting in 1932, "Mrs Jackson, five feet nothing of Australian womanhood, thrilled the crowds, tossing her machine around with fearless skill". She gave up flying at the peak of her career in 1938 following the death of her husband. She later remarried Mr Nicholls and was living in Nubeena (Tas) in the 1970s.

Her aviation exploits were brought to light after the retrieval of a milk jug and sugar bowl in the Goulburn Post, 3 August 2017. The seemingly mundane objects, a vast contrast to the adventurous tale of Mrs Jackson herself, needed a home. Foster daughter Linda, now based in Melbourne, did not know where to take these historic ceramic items but wanted a space for them to be displayed.

Rocky Hill Museum officer Claire Baddeley received an unexpected inquiry, with an offer of the prized objects as a donation to the facility. They were accepted, providing an insight into the stunt flyer's life.



Ms Baddeley met a very excited Linda in Melbourne recently to collect the objects and said the story of Mrs Jackson has highlighted the life of a Goulburn aviatrix.

"The donated items provide an important and tangible link between the early history of the Goulburn Aero Club, the Rocky Hill Memorial and Frances Jackson, the famous but little-known Tasmanian aviatrix, who flew in air races in Goulburn during the 1930s," she said.

***The milk jug and sugar bowl, currently on display in the Rocky Hill War Memorial Museum***

*Ms Baddeley said the items might have been awarded to pilots who participated in the Goulburn air race in 1931, but was unsure. "From the 1920s, after the First World War, and during the 1930s, women had a new found freedom," she said. "Flying came along at the time and women were taking to the skies essentially because they could." The items are now on display at the Rocky Hill War Memorial Museum, which is open to the public.*

The [full article](#), with more information on other early women pilots is on our website



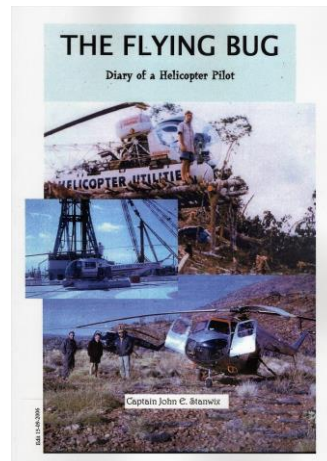
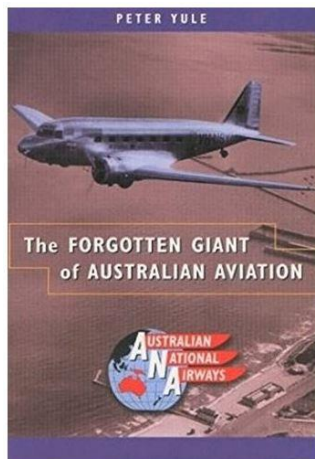


## The Classifieds

### Individual Articles are Available from our Website

Article	Link
Tasmanian Born Air Aces of World War 1 – Arthur Palliser	<a href="#">TAHS2021.035</a>
The Introduction of the Rotary Winged Aircraft – The Helicopter	<a href="#">TAHS2021.032</a>
First All Australian Airmail Flight from Australia to UK - November 1931	<a href="#">TAHS2021.039</a>
Tasmanian Aviation Giants – The Holyman Family - Hazel Holyman “The Matron”	<a href="#">TAHS2021.036</a>
The Southampton and Sunderland Flying Boats in Tasmania	<a href="#">TAHS2021.034</a>
First Women Pilots	<a href="#">TAHS2021.033</a>
Tasmanian Aviation Giants – Harold Gatty	<a href="#">TAHS2021.040</a>

### Books Available at our Website



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



## The Classifieds

### Request for Information – Hazel Holyman Plaque

Recently we received a donation from the family of George Keith Maynard (1907 – 2003) of a plaque presented to Holyman's Airways by Hazel Holyman (Mrs V. C. Holyman).

It is mounted on a piece of oak, which has two screw holes in it behind the brass plaque, suggesting it was screwed onto something.

*We do not know whether the plaque was attached to anything and where it was located?*



George Keith Maynard joined the Holyman's shipping at Ulverstone at in 1921 before transferring to Melbourne in 1927. He then returned to Tasmania as the Wharf Manager at Launceston in December 1932.

When Holyman Brothers started their airline in September 1932, he became Aviation Officer in the Launceston office. When the new airline office in "Holyman House" was opened in 1936, he was Chief Clerk and Aviation Officer.



In September 1939, he became the ANA Branch Manager at King Island, remaining till 1944, before transferring back to Launceston to be Aviation Superintendent. He became the ANA Branch Manager at Devonport in 1953.

The plaque is the same size and format as the plaque on the “Holyman Bell”, which is on display at Launceston Airport Office.



So possibly the plaque was presented to the Launceston office of Holyman's Airways by Hazel, and the bell was presented to the Wester Junction Hangar?

As a historical peculiarity, the Maynard plaque has the 18<sup>th</sup> of October 1934 date. *Miss Hobart* was lost with all people on board on the 19<sup>th</sup> of October 1934. Maybe the engraver made an error?

(Biographical information on George Maynard was sourced from “Holyman's of Bass Strait, Shipping and Aviation Pioneers of Australia”, by Johnson and Burgess).





## 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](mailto:info@tahs.org.au)) if you would like a calendar.

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

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