



# **Tasmanian Aviation Historical Society**

***PRESENTS***

## ***“IN THE AIR”***

***An Aviation Seminar***

***Launceston Church Grammar School***

***36 Button Street, Mowbray Heights***

***Launceston, 7250***

***Saturday, 25 June 2022, 12.30 p.m.***



**TASMANIAN AVIATION HISTORICAL SOCIETY Incorporated**

**"IN THE AIR" SPECIAL NEWSLETTER JUNE 2022**

**"IN THE AIR"**

**PILOTS, HISTORIANS AND ADMINISTRATORS**

**THEIR STORIES AND ADVENTURES**

**SATURDAY 25 JUNE 12:30 p.m.**

**LAUNCESTON CHURCH GRAMMAR SCHOOL**

**Guest Speakers**

Mac Cottrell and Bill Mattes – Pilots, 68 years of RAAF adventures

Lindsay Millar – Historian, Tasmania's aviation history

Steve Murray – Pilot, 21 years Qantas Boeing 737 Captain

Stuart Bryce – Pilot, administrator and winemaker





## **THE VENUE AND HOW TO GET THERE**



Launceston Church  
Grammar School

*Nurture, Challenge, Inspire*



Launceston Grammar was founded on 15 June 1846 with Reverend Henry Plow-Kane chosen as founding Headmaster. The school opened in George Street with 24 boys of varying age all at a time when Launceston was described as a small town with a population of about 8000. In 1847 students were relocated to purpose-built premises in Elizabeth Street.

The school grew in the ensuing years and, in 1896, celebrated its 50<sup>th</sup> year under the Headmasters Wilkinson and Gillett with a Jubilee Service at St John's Church and ceremony at Albert Hall. By 1920 the school had again outgrown its site, and after three years of planning, moved to a new 25acre site on Stephensons' Farm in Mowbray. The move was supervised by the ninth Headmaster, the Reverend J W Bethune.

During the First World War, Launceston Grammar showed its loyalty to the Empire by providing the highest number of soldiers for its size of any Australian school.

The school is a fitting venue for this seminar as several of Australia's aviation legends were educated within the school. Former pupils include Sir Hudson-Fysh, co-founder of Qantas,



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David Warren, creator of the “black box flight recorder”, and both Victor and Ivan Holyman, co-founders of Holyman’s Airlines, later to become Australian National Airlines and Ansett-ANA. Furthermore, when the school celebrated its 175<sup>th</sup> anniversary in June 2021 aviation became not only part of the school’s heritage but part of its future.

A purpose built epicentre for students enrolled in the school’s unique aviation programme, the only one of its kind in Tasmania. The programme provides a practical pathway to acquire highly specialised skills for Grade 8 to 10 students who have a passion for aeronautics and engineering. The new Aviation Centre will be an inspiring space for students to undertake hands-on aeronautical engineering best practice and flight theory. The centre also houses the full-size RV12 plane, a flying light sports aircraft manufactured by Vans Aircraft, USA with students continuing to work on its construction within the space.



**Grammar School’s flight simulator, part of their aviation programme.**

At 4:15pm, a guided tour of the aviation centre will be conducted.

Launceston Church Grammar School is located at 36 Button Street, Mowbray Heights, a northern suburb of Launceston about 15 minutes drive from the centre of the city.

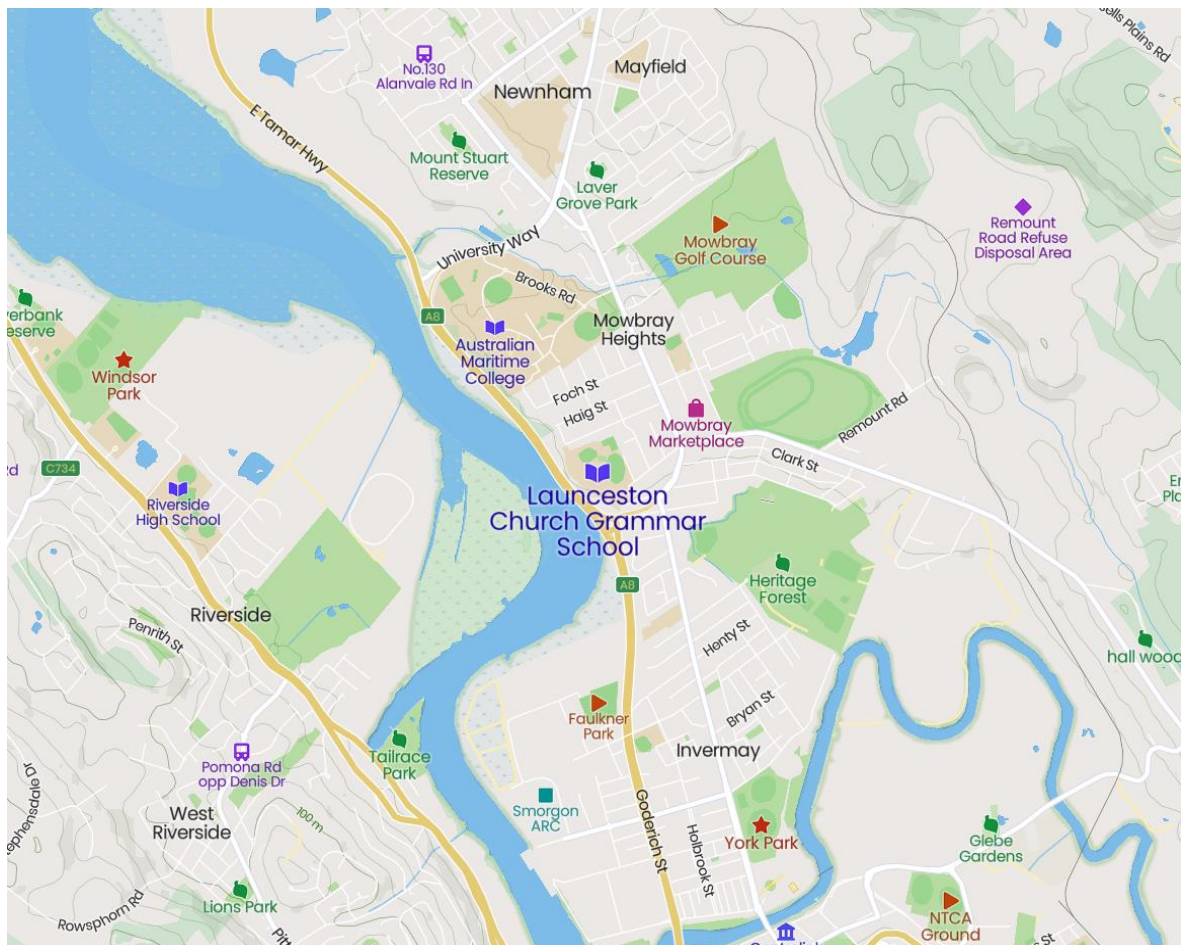
Enter via Button Street, parking will be available on site with personnel directing visitors to the venue. Below is a map to the the school to assist.





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## **Seminar Program Saturday Afternoon 25 June 2022**

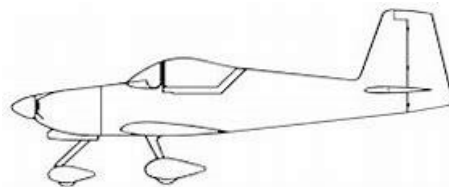
- 12.30 pm**      **Registration**
- 12.50 pm**      **Opening remarks - Paul A.C. Richards**
- 12..55 pm**      **Official Opening – Andrew Johnson**  
President, Tasmanian Aviation Historical Society
- 1.00 pm**      **Keynote Address – Group Captain (Rtd) Mac Cottrell**  
*'Forward Air Control Operations in Vietnam'*

### **SESSION-1**

- 1.45 pm**      **Speaker: Lindsay Millar – Tasmanian Aero Club**  
  
The Role of the Tasmanian Aero Club in the Establishment of Commercial Aviation in Tasmania, Australia and the Asia Pacific Area
- 2.15 pm.**      **Speaker: Wing Commander (Rtd)-Bill Mattes**  
Recollections of an RAAF Career
- 3.00 pm**      **Afternoon Tea**

### **SESSION-2**

- 3.20 pm**      **Speaker: Steve Murray**  
The Joy of Flying
- 4.15pm**      **Tour of Aviation Centre (Launceston Church Grammar School)**





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**Seminar Soirée**  
**Saturday 25 June 2022**  
**6.30 p.m. for 6.45 p.m.**

***Launceston Church Grammar School Hub***

**‘IN THE MESS’ Guest Speaker Wing Commander Stuart Bryce**

**Topic: ‘I Learnt About Flying From That’**

A wander through Stuart’s aviation experiences, which include:

- 18 air-borne engine failures
- a QF experience mid – Pacific
- five years’ experience as a Captain on BAC 1-11 with No 34 VIP Squadron

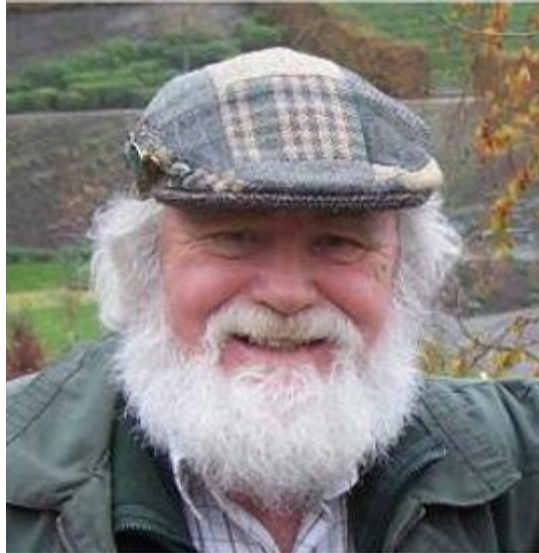




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## **CONVENORS INTRODUCTION AND WELCOME TO THE SEMINAR**



On behalf of the Tasmanian Aviation Historical Society, may I welcome you to the first Aviation Seminar in Tasmania – "In the Air".

Tasmania's aviation history is well documented so it is fitting that the seminar is being held here in Launceston.

The seminar assembles a number of speakers and researchers from Tasmania and mainland Australia who will talk about the history of aviation and their personal experiences over the years.

I hope you will enjoy these presentations and the seminar "Soirée" on Saturday evening where our speaker will be Wing Commander (Rtd) Stuart Bryce."

Paul A C Richards AM

Convenor





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## **ACKNOWLEDGEMENT: OUR SPONSORS AND SUPPORTERS**

The organising committee wishes to acknowledge with grateful thanks all those who have participated in bringing this landmark event with special thanks to our sponsors and supporters, without whom this seminar would not be possible:

Launceston Church Grammar School

Launceston Historical Society

Adams Distillery

Foot and Playsted

Launceston Distillery

Mr Robin Holyman



**Launceston Church  
Grammar School**

*Nurture, Challenge, Inspire*





## **Speaker Profiles & Abstracts**

### **Keynote Speaker - Mac Cottrell**



#### **GPCAPT Macaulay Cottrell DFC, Silver Star (US) (Ret'd)**



Born and raised in Launceston, Macaulay Cottrell awarded his private Pilot's Licence in May 1963, Joined the RAAF and graduated as a pilot in May 1965. He flew Sabres and Mirages in Australia, Malaysia and Thailand, served as a Forward Air Controller with the USAF in Vietnam in 1968 where he received an immediate DFC. Flying also included Caribou and C-130A aircraft.

Next, he was Director of Air Operations the PNGDF. Later appointments included OC Base Support Wing Richmond, Director Support Services Logistic Command, OC Base Support Wing/ OC 321 Wing Darwin and Director Jindalee Project Requirements JORN Project.

In 1998 he retired from flying as a Commercial Pilot with a Command Instrument Rating and endorsed on five light twin aircraft. He has been a member of the Air Force Association, RSL and Legacy Australia since 1968. From 2008 to 2013, he was Vice-President of the RAAF Staff College Association. After 47.5 years of service, 'Mac the FAC' retired from the Reserves in May 2011. Recently, he was presented the United States Silver Star bravery award for his service in Vietnam.

#### **Abstract - Forward Air Control Operations in Vietnam – A Personal Experience**

For nearly seven months in 1968, Flying Officer Macaulay Cottrell served as a Forward Air Controller (FAC) with the United States Air Force (USAF) in the Republic of South Vietnam. He will describe the Tactical Air Control System under which he operated, his early Royal Australian Air Force (RAAF) and in-country training and his assignment location. Next will be the FAC roles and missions, FAC aircraft and a day in the life of a FAC. The types of strike aircraft utilised will be followed by a summary of RAAF FACs in Vietnam.



## **Lindsay Millar OAM**



In 1932 Lindsay Millar's family moved to the "Rewa" orchard property at Hillwood on the East Tamar. In 1951 Lindsay joined his father on the orchard.

Lindsay joined the Air Cadets in 1948, not knowing what an extraordinary part flying would play in his life. He joined the Tasmanian Aero Club in 1956 and quickly obtained his private pilot's licence flying the iconic DH82 "Tiger Moth". He served on the Tasmanian Aero Club

Committee and went on to be President and ultimately a Life Member.

He has flown many types of aircraft and was the first private pilot in Australia to part own and be endorsed to fly an ex Royal Air Force Jet Provost T4 trainer. In 1987 he was also able to fly the replica of Kingsford Smith's famous "Southern Cross".

In 1968 Lindsay was a founding member of the George Town Airport Association and assisted with the selection of the site and construction of the aerodrome. In 1973 he piloted the first aircraft to land at the new George Town airport and served as committee president.

Lindsay has provided long and distinguished service to the Royal Flying Doctor Service, both in Tasmania and nationally. He was a foundation member of the newly formed Royal Flying Doctor Service Tasmanian Section in 1960. From 1965 to 2015, he has served on numerous roles on the RFDS Tasmanian Council, including President, as well as on the RFDS National Board. In 1982 was granted Honorary Life Membership of the Tasmanian Section.

In 2009 he was awarded an OAM for services to RFDS and the Tasmanian Aero Club.

Lindsay now enjoys his role as an aviation historian; he claims that he can "remember aircraft registrations better than people's names".

### **Abstract: The Role of the Tasmanian Aero Club in the Establishment of Commercial Aviation in Tasmania, Australia and the Asia Pacific Area.**

Discussion on how visits by pioneering Tasmanian and Australian aviators and aircraft to Tasmania led to the formation of the Australian Aero Club (Tasmanian Section) in 1927. He will also discuss how the Club proved to be the catalyst assisting the establishment of commercial aviation in Australia and Asia Pacific regions. Particularly the role of the Holyman family and the eventual formation of Australian National Airways in 1936 and its role in the defence of Australia in WW11 both in North Africa and Pacific campaigns which led to ANA becoming one of the world's major airlines in the Pacific area between 1946 and eventual sale to Reg Ansett in 1957.



## **Bill Mattes**



Bill spent 21 years in the RAAF, as a pilot flying Dakota C47 and C130 Hercules, and Commanding Officer of the ADF air logistics training and aerial delivery development organisation (Air Movements Training and Development Unit). In this role he led operational detachments for Red Cross operations into Cambodia, aerial fire-fighting during the 1983 Ash Wednesday fires in Victoria, the evacuation of Darwin following Cyclone Tracy, and resupply operations to the Antarctic.

On retiring from the RAAF as a Wing Commander after 21 years, Bill continued his career in aviation, focusing on safety, conceiving and developed the Aviation Safety Foundation Australia (ASFA).

Bill served as Chairman of the Essendon Airport’s Chamber of Commerce which convinced the Federal Government not to close the airport and which was subsequently privatised. He represented the aviation industry on the CASA working group developing guidelines for aviation safety management systems implementation.

For seven years Bill worked with Boeing Defence Australia on its senior leadership team, the last four years as its Air Operations and Aviation Safety Manager. He was responsible for the oversight of Boeing’s flight operations including the Army helicopter pilot and loadmaster training, and pilot conversion onto Black Hawk helicopters.

He spent three years as General Manager of Emergency Management Queensland Helicopter Rescue’s fleet of Augusta Westland 139. He retired in January 2021 as the Director of Aviation Safety and Quality Management for the Queensland Government’s VIP fleet, police prisoner transport services and helicopter rescue operations under the Queensland Police Service.

### **Abstract: Recollections of an RAAF career.**

Bill spent 9 years flying C130 A Hercules aircraft. He led a team that wrote a paper on the tactical roles of the Squadron which eventually saw it designated its primary task as domestic transport. The following experiences are his collections of several memorable operational tasks.

Bill recalls his experiences during the evacuation of Darwin following Cyclone Tracy on Christmas Day 1974. The loss of an engine while on descent into Darwin and its aftermath.

He discusses the planning, training, operations and perils associated with flying to the Antarctic including the Air New Zealand DC10 tragic crash on Mt Erebus in 1979.

Finally, he will recall the C130 aerial firefighting training on the US Forestry Service’s modular firefighting module (MAFFS) in Boise Idaho and operations in Victoria during the Ash Wednesday fires in 1983.





## Steve Murray



In 1963, at the age of fifteen, Steve was a young aviation enthusiast whose ambition it was to fly the newly arrived Hawker Hunter FGA 9s in Rhodesia, Africa (now Zimbabwe). He joined the Air Force as an Instrument Technician.

He was then accepted for pilot training, and when he had passed the course, his first posting was to the Hunter Squadron. He flew them for eighteen months before being transferred to other Squadrons. The following seven years he spent on Mirages, Helicopters and Instruction.

He returned to the Hunter Squadron as ‘A’ Flight Commander and Instructor for the final six months of his Air Force career. It was during this period that the Air Force acquired five more Hunters from Kenya, including their first two-seater. He helped ferry them down to Zimbabwe and became the Air Force’s first ‘real’ Hunter instructor.

He joined Air Zimbabwe in 1981, and as a First Officer on the Boeing 707 thought his Hunter days were over. Then out of the blue came an offer to join in a four Hunter formation for the President of Somalia’s birthday flypast in 1983.

He then joined Qantas and had a 21-year career as a Captain flying the Boeing 737-800 with an Airline Transport Pilots Licence, spending nine of those years as a Check and Training Captain on the Boeing 737.

His life-long interest in the Hawker Hunter continues to this day. With the support of his family, who appreciates his love of this aeroplane, he has bought one. His Hunter is not in flying condition and will require considerable capital to make it airworthy.

Steve is the author of a series of children’s books ‘Hunty the Jet Fighter’. In writing these books Steve says: ‘I am hoping that young children will believe Hunty and his jet fighter friends (old and modern) enjoy flying as much as their pilots.’

### Abstract: The Joy of Flying



Steve has recently published “*The Joy of Flying*” in 2021. With an extensive and distinguished flying career from jets to Boeing 747s since being commissioned and awarded ‘Wings’ in the Air Force of Zimbabwe in 1971. Steve has notched up 23, 274 total flying hours (Civil: 19,666 and Military 3,600) hours. His talk will focus on a lifetime of flying.



## **Stuart Bryce**

### **Soirée Speaker**



Stuart was born in Bushey Herts UK arriving in Australia: in 1949. He was schooled in Launceston and joined the RAAF in 1963 as an instrument mechanic, later graduating as a Pilot Officer in 1968. He joined 37 Squadron piloting the C130 Hercules.

He saw service in Vietnam from 1968 to 1971 at No 1 Australian Task Force Nui Dat Forward Air Transport Operations Centre.

Back in Australia he was attached to No 37 Squadron C130E and then No 34 Squadron BAC 1-11. He held several Staff Officer – Chief of Personnel positions, before being assigned as the Senior Air Force Officer in Tasmania in 1984. He retired from the RAAF in 1986 as Wing Commander.

From 1980 to 2018 he was the owner of the Providence Vineyards at Lalla in Northern Tasmania. He has served as the President of the Vineyards Association of Tasmania from 1986 to 2007 and the Vice President of the Winemakers Federation of Australia from 1989 to 2007.

His active community support continues as an active member of Launceston Legacy. He was President of Life Education Tasmania from 2006 to 2012, and is currently the Chairman of North East Residents and Farmers Inc.

### **Topic: I Learnt About Flying From That**





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## HOW TO REGISTER AND CONTACT INFORMATION

Numbers will be limited, bookings are open now

Seminar: \$25 per person

Seminar & Soirée: \$50 per person

**RSVP** with numbers for seminar and soirée registrations to  
[info@tahs.org.au](mailto:info@tahs.org.au)

Please make payment to the Tasmanian Aviation Historical Account  
(MyState) by electronic transfer **Referencing your name**

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