



THE

# PHOENIX

HISTORICAL AIRCRAFT RESTORATION SOCIETY JOURNAL

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Photo: Michael St John.

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## In this edition

### PHOENIX FEATURES

**Around the Hangars** ..... 7, 8, 9, 10  
**Aircraft Profile** ..... 11  
**Members Profile "Class of '56"** 13-14-15  
**Blast From the Past**..... 19

#### Page 3

President and Vice President Reports.

#### Pages 4, 5, 6

Official Handover of AP3-C Orion at Parkes.

#### Pages 7, 8, 9, 10.

Around The Hangars.

#### Page 11

Aircraft Profile ~ "The Drover".

#### Page 12

Engine Cowl.

#### Page 13-14-15

Members Profile ~ "Class of '56" Feature

#### Page 16, 17, 18

Parkes Airshow 2018

#### Page 19

A Blast From the Past - May 1949.

#### Page 20

AAHOF.

#### Page 21

Schools In.

#### Page 22, 23, 24

Affair With Connie.

#### Page 25, 26, 27

Wings Over Illawarra.

# from the President



**Bob De La Hunty** OAM  
**President and Chief Pilot.**

We have come a long way this year overcoming many challenges. Some of those were beyond what many commercial organisations would ever have to tackle.

Everyone can be very proud that we persisted and finally were granted our Full Occupancy Certificate. This has exploded our opportunities and I guess created more challenges. After all, what would HARS be without challenges, particularly many that others would see as impossible to achieve.

Our current challenges are:

- To overcome and put in place the Regulatory Processes to enable HARS to both continue to fly our historic aircraft, as well as maintain them. We have set ourselves the highest of standards to aim for, which we must do.
- Bringing John Travolta's ex Qantas 707 to Australia as most would know. We could be criticised for taking on this challenge while not fully understanding the extent of maintenance required by the authorities. However, time is of the essence. Had we delayed making a decision, the aircraft would probably have been scrapped by now. Lots of activity continues to find funding.
- Engaging with the Council to acquire the land between the HARS and Toll facilities so that we can eventually build another hanger. That process is moving forward and we hope to incorporate the area into our overall precinct.
- Developing a Strategic Plan for the next 10 years with a core objective to be sustainable through visitor numbers and their purchases in the shop and café. This requires a significant marketing effort and is heavily reliant on our counter staff, tour guides and shop and café staff. There is lots of work required to keep the voluntary nature of our operation and this is never easy. We are very grateful to have so many reliable people stepping up to be on the rosters.

On behalf of the Committee of Management and our Sponsors and Stakeholders, we offer congratulations to everybody who has made an important contribution to put HARS on the map ensuring our future growth and sustainability.

RJD

**Bob De La Hunty** OAM

# from the Vice



**Maureen Massey**  
**Vice President.**

Our satellite museum at Parkes is attracting more and more visitors due to the installation of new road signs, both on the main road and on the hangar doors. Advertising in the local newspapers and journals is also a bonus. Visitors are impressed with the exhibits in the Museum, including the large aircraft on display outside, namely the Caribou, Convair, Caribou, Orion and Neptune.

Numbers of visitors have increased to the point where ticketing will be introduced over the coming months. This will be of great assistance to the volunteers who operate the Museum, as well as making the accounting process a lot easier all round.

One particular visitor to the Museum recently was the Deputy Prime Minister, the Hon. Michael McCormack who attended a "Handing Over" ceremony for the P3 Orion – see the story in this issue.

I trust you continue to enjoy our Phoenix. It is a pleasure to be able to communicate with all our members and friends in such an informative and professional way. Without your support this would not happen.

**Cheers.**

*Maureen*



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## Official Handover of AP3-C Orion to HARS Parkes

*THIS is some of the History for the benefit of more recent HARS members and to give an update to all members and sponsors of our Parkes activities and future.*

*HARS Parkes came about when member Father Jeremy Flynn obtained a lease from Parkes Council and stored his Vampire project spares in the heritage listed Bellman hanger some 30 years ago.*

**Story: Maureen Massey**

*(HARS Vice President).*

**Photos: Mark Keech.**

*Following Jeremy's disappearance over Bass Strait in his Beechcraft Barron in 1996, his assets were donated to HARS and his Trust has been supporting HARS ever since, both at Albion Park and Parkes.*

*HARS relocated our vast spares holdings to an off-airport site called Austop some years ago. We have a huge facility there stacked to the roof and under an outside-roofed area. Apart from some 50 engines supporting our fleet, we have ten airframes either in storage or on display. At the Airport, half of the Bellman hanger is designated as the Museum. Our collection is displayed both inside and outside and includes four large aircraft: the Caribou, Neptune, Convair and Orion. The other half of the hanger is occupied by a local crop-duster operator to store three aircraft. He makes a donation to HARS to cover that activity.*

*In recent times the HARS Parkes Aviation Museum (as its now known) has been open to the public on Thursdays and Sundays. It is staffed by locals and school groups undertaking work experience with their technical trades teacher.*

*The intense interest in our Museum has influenced the Parkes Shire Council to support a HARS application for a permanent Airport presence for both current HARS Museum activities and our huge stores facility.*

*Parkes was an RAAF Base during World War II and accommodated a large contingent of Spitfires. HARS wishes to continue this tradition, not with Spitfires, but as an important training field for our crews, as Albion Park becomes further developed and congested thus impacting flying activities. [... RJD].*

*THES Connie took to the skies on Monday 16 July and headed for Parkes, carrying some 26 HARS members eager to attend the official handover of the AP3-C Orion from the RAAF to HARS.*

*The flight was perfect, arriving in Parkes at lunchtime to a welcome by local HARS members and other*



**Signing the official handover document — AIRCDRE Meier, Deputy PM McCormack MP, Bob De La Hunty OAM and Ken Keith OAM.**



**AIRCDRE Meier, Deputy PM McCormack MP, Bob De La Hunty OAM, Ken Keith OAM and John O'Loughlin.**

members who had driven up from Albion Park to take part in the ceremony. Mike De La Hunty proudly drove the restored air stairs to meet Connie. They looked brand new with the sun shining on the new paint job!

Once disembarked, we headed to the Hanger and then the Aeroclub to be out of the cold wind, which was gathering momentum. More importantly, everyone found the hot cuppa most welcome. After meeting up with the RAAF boys who had driven up from Edinburgh (SA) to tow the aircraft into position (using a tug also provided by the RAAF), we were ferried to our accommodation, the Coachman Hotel.

Tuesday 17 July was the big day and everyone was fired up to make the handover a special event. The Ceremony was delayed until 2.30pm, rather than the proposed 8.30am time slot due to commitments of the Deputy Prime Minister. After a hearty breakfast at the Truck Stop, the HARS crew swung into action. Aircraft were opened and prepared, dusted, rubber mats laid for the VIP entrance, brooms appeared and tables and chairs put into position.

It was decided to hold the ceremony alongside of the Orion instead of inside the terminal building as previously arranged, so a wind break

**“ With doors shut and engines started there was a pop, pop — the sound nobody wanted to hear at this stage of the operation. ”**

was constructed using Graeme Hogan’s camper van, the HARS Hino truck and anything else that wasn’t anchored down. The wind was howling at this time and everyone was hoping it would die down by 2.30pm.

Thanks to the expertise of John O’Loughlin (Director of Defence Force Disposals) and his team, the Deputy Prime Minister, The Hon. Michael McCormack MP, arrived right on cue, along with Air Commodore Meier (Director General of Air Force Heritage and History) and the Mayor of Parkes, Mr Ken Keith OAM.

Deputy PM McCormack, who is also Minister for Aviation,

spoke highly of aviation heritage and was very impressed with HARS and its ideals. The keys were handed over to President Bob De La Hunty, paperwork signed, photographs galore taken and with the wind whistling, the ceremony was over. The VIPs were then shown through the Orion, Convair and then were taken on to Connie which had been towed into position right in front of the Bellman hanger. Again right on cue, after 40 minutes, the VIPs left the airport en route to other commitments.

As it was all over, the migration on to Connie began. It became a race against time as the light at Albion Park was a crucial to our journey home. With doors shut and engines started there was a pop, pop - the sound nobody wanted to hear at this stage of the operation. We were reminded that spark plugs have a



**On board the Orion**

mind of their own and, on this occasion, were determined that Connie was not going to fly that afternoon. So, to Plan Z... everyone was off Connie and returned to the terminal where alternative arrangements were made to transport members back to Base or to Sydney.

We were fortunate to secure the last 7 seats on the final RPT Rex service to Sydney, so that left a number of other members to catch a ride in cars returning to Albion Park that night. All members were accounted for, with the essential team remaining at Parkes for a possible return in Connie the next day.

Unfortunately, Connie was left in Parkes. Warren Goodhew and his team will return with more spark plugs and oil in the coming week so that Connie will again return to her nest.

Many thanks to the Aeroclub of Parkes for accommodating the HARS people, providing much needed nourishment and shelter from the weather and also for organising the wonderful lunch for the Ceremony and members. Many thanks to Mike De La Hunty and our Parkes members for their enormous contribution towards making the Museum a great venue for the event.

To the RAAF crew (and ex RAAF people) who assisted with the preparation of the Orion and later dismantling of components — well done! That assistance was much appreciated.



**Our visitors onboard Connie**



**Jason Scerri (Defence Force Disposal), Sharon Ross (Parkes Council and Airport Manager), Bob De La Hunty OAM (HARS President) and Brian Smith (Parkes Airport Operations Officer).**

# AROUND THE HANGARS



## Southern Cross Two Update

Story: Jim Thurston  
Photos: Jim Thurston and Mark Scott



ON 3 of May 2018 after many years of challenging and extensive work, we were able to fit the repaired wooden wing back on to the Southern Cross fuselage.

The eastern end of Hangar 3 was cleared of other aircraft allowing the Southern Cross fuselage and wing to be positioned ready to fit the wing. A crane lifted the one tonne wing and carried it back to the fuselage where the four attachment bolts were fitted.

Since the wing fitment, work has continued, fitting the tail surfaces and some of the cabin interior. The wing mounted engine nacelles are close to being fitted as is the modified main undercarriage. With the aircraft soon to be back up on its wheels, we can get on with restoring the aircraft's electrical systems.

The three overhauled engines are being assembled in Brisbane. We should see the first one soon. Getting the aircraft back in the air now seems possible early next year.



Left and above: Preparing for the lift and fitment of wing.



The Crew!  
Jim's team for the wing fitment.

# AROUND THE HANGARS



## Cat Got a New Nose!

Story: Jim Marshall.  
Photos: Terry Scanlan.

NO, it didn't get damaged in a catfight or because it was stuck where it shouldn't be. It simply came about during a Tucson trip when on the last day, while waiting for our afternoon flight, we spent some time walking around the PIMA museum. They had on display, a PB5-5 Catalina which I noted had a PB5-6 turret.

As our aircraft is a PB5-6 and is fitted with a - 5 turret, it seemed like a good idea to arrange a swap with PIMA. A phone call was made to Scott Marchand, Executive Director of PIMA, and an agreement was made to interchange turrets to improve the authenticity of both aircraft. In due course, the turrets were removed from both aircraft and dispatched.

Our turret arrived in the US in about a week and was cleared through Customs straight away. The PIMA turret arrived in about a week but was held up by our customs for nearly 3 weeks with debate over the value and a requirement to have it tested for asbestos.

Finally, it was cleared and is now being painted in readiness to be mounted on our aircraft.



Left:  
Turret  
removed.



Right:  
Preparing  
the new  
Turret.

## Droving On ....

Story: Don Hindle.  
Photo: Tony Crampton.

WELL our VP Maureen's beloved Drover is back at work. After a very long period of annual maintenance and paperwork, DHM (Our Drover) got back in the air with Fred Kell checking out John Daley on the 20 and 21 April to now have three of us that can fly her. Standing in the wings are a few more who desire to get on the list.

DHM took to the air again on 19 May with yours truly becoming current again. Further flights were on the 26 May, 22 June, two on the 30 June and the last one on 21

July. Why do you ask the length of time between sorties? Well the odd small maintenance problem and of course autumn and winter weather have had a large say. However we will get DHM fully tuned up so we can fly some of our staff as often as we can. She is a very comfortable aircraft to passenger in.

It is a little different in the cockpit where having three arms and 3 hands would be quite helpful, but she is a delight to fly and you do get to exercise both hands on the control wheel.



VH-DHM

You may wonder why she has three engines. Well, out in the Outback, temperatures soar, some runways are short, some are sandy, some are dirt, some are grass, some are all of those and three engines will get you in and out as she is capable of Short Field Takeoff and Landings. DHM will also happily cruise on two engines in case of one engine deciding not to agree to assist in flight.

All in all de Havilland built a good rugged aircraft for its time and worked very well in the Outback.

# AROUND THE HANGARS



## HARS Parkes

Story: Mike De La Hunty.  
Photos: Ian Poulter.

THE week commenced with Trevor and I driving the Hino to Point Cook to pick up Neptune components and after loading we returned to Parkes. The next morning, we off loaded the Hino and proceeded to the Museum to move on fitting the panels to the Caribou and polishing the paint. Thanks to Bob St John, Ian Poulter and Glenn Harley, the airport manager had some kind words to say about how good it looked!

### ***“flying cattle class”!!!***

The Neptune got its undercarriage leg collars and jet pods fitted, Gary Garavan has replaced most of the floors and has started repairing cyclone damage to wings and fuse. The cockpit windows have been replaced with new Perspex. Rudder trim has been fitted and painting completed to enhance the aircraft appearance.

The Convair was moved to its new position utilizing our newly painted tug (thanks to our eager volunteer students). We experienced some difficulties with the tug, with water in the fuel and totally bald tyres, however it will do the job now the fallen trees have been removed and stumps ground out. We also had trouble with the local cows coming in to feed on our green grass. Someone suggested it gave a whole new meaning to the phrase “flying cattle class”!!!

The newly painted air stairs (which look 100%, thanks boys) will go permanently outside to provide access to the AP3-C Orion, that will give space inside the hangar for the port wing of the Heron to be fitted along with the control surfaces, engines, etc. It should make a great display.

Gary has welded and installed a double size gate into the fence so the P3 Orion can be positioned for the Handover Ceremony on Tuesday 17 July.



**Bob St John and some volunteers that turned up to help.**



**Brett and Aaron, volunteers from Parkes assessing their task.**



**Air Stairs for painting.**

# AROUND THE HANGARS



## Dakota Tales ....

Story: Don Hindle.  
Photos: Terry Scanlan.

IT has been a light flying year for our Daks. C-47Bs EAE, EAF and DC-3 AES (TAA's first DC-3 when TAA was formed) were all on the ground undergoing various forms of maintenance under our Project Engineer Clive Gibbons and his band of stalwarts.

The first aircraft back in the air was C-47B EAF, after an engine change, on 5 April with Bob Small and I getting ourselves current again with Clive checking that EAF was in good shape. Of course she was. The next flight on 7 April was down to Canberra for their annual ground display and open day on 8 April. A good day was had by all, predominantly a large contingent of residents from Canberra and surrounding areas who came to view EAF along with our Convair, Caribou and Catalina. At 1500 they closed the show and all of us then departed.

On 22 April, we started our ANZAC Day operations with a couple of flypasts over Albion Park. The next operation took place on ANZAC Day with two flypasts over Shell Harbour at 0800 followed by a return to Albion

Park. Shortly thereafter we departed for points West passing the Southern Highlands, tracking to Kangaroo Valley where we performed four flypasts and then returned past Berry and Kiama to join up with the Catalina to perform two flypasts over Wollongong.

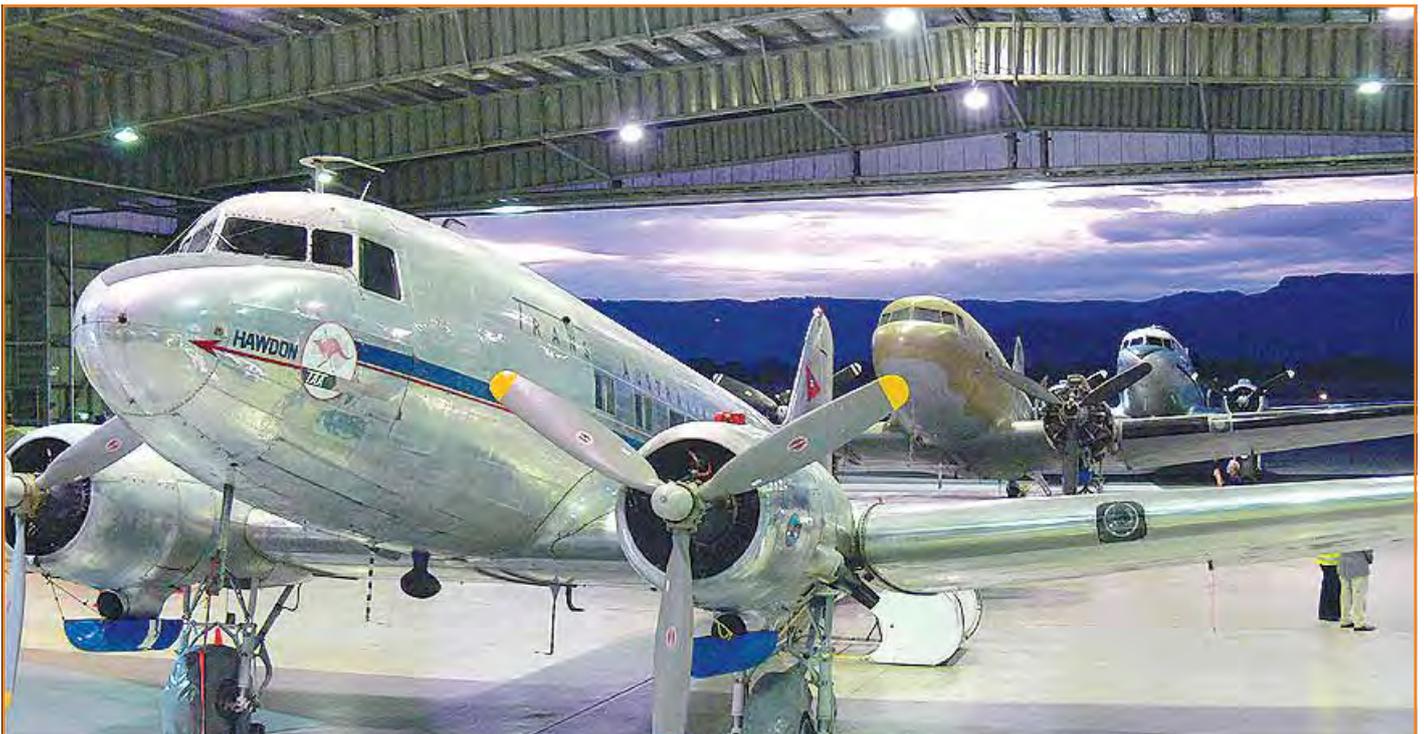
After completing our Wollongong flypasts, we joined up in formation with the Catalina and flew to Sydney with a couple of flypasts at Cronulla. Then via V 1, we tracked along the coast to abeam Manly where we were cleared to Sydney Harbour and performed our flypasts over the ANZAC Day March. Sydney ATC were particularly helpful in clearing us into the Sydney area allowing us undertake all the flying we had planned before clearing us out via Sydney Heads and back to Wollongong along the Coast.

Two more local flights were carried out on 2 May and 8 June: a local flight to refamil and welcome two pilots Dick Elliott and John Daley onto the Daks. Later Doug Haywood and Dick Elliott flew a group from Wollongong up to Parkes to overnight, enabling some work to be performed at the HARS

Parkes Aviation Museum and some more local flying to be undertaken at Parkes before returning to Wollongong. EAF has now gone into its annual maintenance checks.

While the above was occurring, our Engineers were busy working on EAE and AES to get them ready for flight. EAE was the first cab off the rank but while performing engine runs, a fault was detected so attention was then placed heavily on AES with paperwork needing to be finalised to get her registered as Limited Category and into HARS maintenance schedule. All of this was finalised and on 27 July AES, undertook her first flight with HARS which went quite well. When we are satisfied that her performance checks out, she will definitely be a huge asset to HARS.

I would like to extend a large thank you to Clive Gibbons and crew plus the 'sparkies' as well as, Mal, Peter and Glenn who with all the others contributed to getting AES back into the sky.



The DAK Fleet

# AIRCRAFT PROFILE

Story: Terry Scanlan  
Photo: Terry Scanlan, Tony Crampton  
and Graham Robinson

## DHA-3 Drover VH-DHM



Drover Airborne

de Havilland Australia designed and built the DHA-3 Drover at its Bankstown plant and was intended as a replacement for the DH-84 Dragon which was used extensively in Australia in the 1940s.

In 1948, the Drover had its maiden flight with 20 aircraft subsequently built. VH-DHM was built in 1951 being the last of 20 built at the Bankstown plant.

Operators of the Drover were Qantas and TAA as passenger and cargo aircraft. The Royal Flying Doctor Service also used the aircraft in its role as an Air Ambulance well into the 60's.

In 1969 the HARS Drover had a registration change to VH-PAB when it was operated by Pastoral Aviation however it fell into disrepair and in 1981 Hawker de Havilland acquired the aircraft and had it restored by the Apprentice Training Centre.

VH-DHM is currently on a long-term loan to HARS from Hawker de Havilland/Boeing

The Drover has had several away trips, one of note was the participation in the Federation Airshows in the

outback in July 2001. This turned into a 'barnstorming' trip covering 19 Western Queensland towns and including six airshows. The crew on this trip were Sandy Howard as Captain, Jim Marshall, Tony Duggan and Brian Acker.

Today, there are only two remaining DHA-3 Drovers flying and we were lucky enough to capture this moment with an air to air photo opportunity.



VH-DHM and VH-ADN shot from a Cessna Caravan



A metre from the cowl.

“ *Then the fun started. Making templates and spraying the shadow to create the appearance of the fan blades with a 3D effect provided a challenge.* ”



The finished product.



Is it real?

SINCE receiving the 747 from Qantas, visitors have wanted to have their photo taken standing or sitting in the cowl of one of OJA's giant RB211 engines.

Realising the dangers attached to that, our team was asked if we could engineer one of the 3 spare cowls to be attached to the outside door of “Café Connie” so people could walk through it. We did that by cutting a metre out of the bottom to allow access and block out the inner workings.

We then bolted it through the wall onto a very strong frame, but to take it a step further, we air brushed engine blades around the door opening.

As this was proving popular for photoshoots, we decided to go one better and have an engine cowl mounted on a movable stand, low enough for visitors to step up into it specifically as a photo opportunity. The background was made from timber (MDF) and painted base silver. Then the fun started. Making templates and spraying the shadow to create the appearance of the fan blades with a 3D effect provided a challenge. We had a strong metal frame manufactured to carry the weight and fitted four casters to push it around, along with panels for lifting by fork lift.

We needed to recreate the centre spinner which was manufactured from fibreglass using one of the original spinners from the 747 as a mould. This was placed through from the back and painted exactly the same as the original, making the overall effect as real as possible. A coat of clear non-slip paint was sprayed onto the very smooth metal base as a safety measure.

Fortunately, we had ‘the engine’ finished for this year’s Wings Over Illawarra on 5 and 6 May and it proved to be a big hit with visitors wishing to have their photos taken standing in the cowl of a 747 engine.

THE HARS family is made up of a remarkable group of volunteers ranging from duties at the front counter, shop and Connie Café to tour guides, carpenters, electricians and many other areas that are needed to keep this organisation running.

On the operational side of HARS we have engineers, pilots, documentation and record keeping to mention just a few. Without the engineers at HARS, we would not see any of our aircraft in the air. There are many LAME's and AME's covering engines, airframe, electrical and avionics disciplines. Among them is a group who joined Qantas as apprentices in 1956 and were lucky enough to have spent their early apprenticeship working on the piston engine aircraft in the Qantas fleet. Here is their story ....

## Jim Marshall - Life Member



JIM commenced his apprenticeship in 1956 on the Constellation, DC-3 and DC-4 aircraft. He completed his apprenticeship in 1961 with licenses on the Boeing 707 airframe and the Pratt & Whitney JT3D gas turbine engine. Jim's licenses at the time of his retirement from Qantas comprised L1049, Boeing 707, 747, 737 and Fokker F27 airframes and JT3D, JT8D, JT9D, Rolls Royce 508 and RB211 gas turbine engines.

During his 26 year Qantas career, Jim was posted overseas to New Zealand for training on the DC-8 aircraft, to Malaysia to initiate a maintenance program for newly established Malaysian Airline Systems (M.A.S) for 3 years and to the US to gain licenses on the Boeing 737 airframe. 1966 saw Jim in Manila covering DC8s when introduced to the Hong Kong run. Jim accompanied VH-EBA, Qantas' first 707 on its delivery flight to Vancouver when sold to Pacific Western remaining there for six weeks helping them adjust to their first jet. In 1972 he was involved in

## HARS ENGINEERS



the acceptance of the second Boeing 737 for MAS and travelled on the delivery flight with Norm Mackay.

On retirement from Qantas in 1982, Jim started his own marine business before joining HARS in 1993.

At HARS Jim is involved in all aspects of HARS engineering and maintenance, including the restoration of the Lockheed Super Constellation (Connie) both in Tucson and in Australia. He covered all other aircraft within the HARS fleet including Neptune, C47, Drover, Winjeel, Cessna 310B and participated in the recovery of the Catalina from Portugal. At present, Jim is the project engineer for the recovery of a C131 Convair from Tucson Arizona.

Jim also assists in the ongoing restoration and maintenance on VH-PBZ the HARS Catalina and the Convair VH-TAA as well as carrying out Flight Engineer duties on both of these aircraft.



VH-EAD, an L1049 where our 56s learnt their trade.

# MEMBER PROFILES (Continued) ... A HARS SPEC

## Neil (Taz) Tazewell



TAZ joined Qantas in 1956 and during his five year apprenticeship worked on engines and airframes mostly on the Super Constellation, DC-3, DC-4 and B707 fleets.

During the sixties and seventies he served with the "crash crew" who were on standby to travel overseas with a spare engine to repair Connies that had become unserviceable mainly in Singapore, Tahiti and Fiji. Taz also spent time in Singapore as Station Engineer. He spent two stints in Seattle for production inspection on the 767 and the production and handover of VH-OJA.

Taz retired from Qantas in 1998 after serving 42 years as a LAME.

When the HARS Connie arrived in Sydney in 1996, Taz joined HARS and worked on that aircraft at Mascot. At Bankstown Taz worked on the C-47s and also helped with the recovery of Father Jeremy Flynn's Vampire at Lidcombe.

The highlight of Taz's career was his role in the production of VH-OJA in Seattle and also travelling on the London to Sydney record breaking delivery flight in August 1989.

More recently Taz spends his time working on the C-47s, C-54 and Caribous.

## Warren (GooDoo) Goodhew

Life Member



AFTER passing the Intermediate Certificate in 1955 at the age of 15, Warren left school and undertook an aeronautical pre-apprenticeship course. This led him to join Qantas in 1956 as an Apprentice Engineer. Warren gained his full licence (LAME) 5 years later in 1961 and was then posted to Jakarta for seven months with the late John Brownjohn and Stan Keogh.

In 1962 he was transferred to Melbourne and finally to Avalon spending 2 years as a ground engineer. 1964 saw Warren training to be a Flight Engineer qualifying on the Boeing 707. In May 1965, he was the Flight Engineer on the inaugural Perth to Bombay sector on VH-EBN and also the delivery flight from Honolulu to Sydney of the Boeing 707 (N7099) leased from Braniff.

Warren retired from Qantas in February 1992 holding the position of Senior Check Flight Engineer for the 747 fleet.

Joining HARS in 1992 and holding an R3350 licence, he became involved with the Connie's restoration in Tucson Arizona. While in Tucson he gained his L1049 F/E Licence and participated in the Connie's first flight in 17 years and was also the F/E on its delivery flight to Sydney in 1996.

As Warren still has a B707 F/E endorsement he is hoping to be on the delivery flight of the Travolta B707, N707JT (previously VH-EBM). Warren's last flight on VH-EBM was on 18 September

1967 from Hong Kong to Sydney. He could then lay claim to having crewed the same aircraft twice after an interval of 50 years.

## Henry Knight



HENRY completed his schooling at a Technical College and then undertook a one year pre-apprentice course before applying to join Qantas as an apprentice. It is interesting to note that this was the first and only application for a job that Henry made in his working life.

At the end of his apprenticeship, Henry was in the Radio Section working with AWA and gained an unlimited Radio Authorisation with the Qantas Training School.

Henry spent a lot of his time away with Qantas. In 1962/63 he was stationed at Avalon, 1963/65 in Fiji, 1965/67 in Darwin, 1967/70 in Singapore followed by another stint in Fiji in 1970/73.

During his time away, Henry studied for other licence categories obtaining a complete licence coverage for B707 and B747 aircraft.

The period 1973/79 saw Henry carrying out relieving duties in Darwin, Melbourne, Singapore, Rome, Manila, Port Moresby, American Samoa and Tahiti.

An interesting period of Henry's career was spent as a Travelling Engineer on Gough Whitlam's flight to Europe and Asia, spending time with the PM in Russia and other parts of the world.

Henry joined HARS in March 1997 and volunteered at the Joy Building at Mascot. He is currently assisting with electrical work on the Southern Cross replica.

## Malcolm Hallowes - Life Member



MALCOLM joined Qantas in November 1956 after spending a short period with CAC making parts for engines.

Finishing his apprenticeship in 1961 he gained an AME licence on the Wright Cyclone R3350 engines fitted to the L1049 Super Constellation aircraft.

Throughout the early 1960s Malcolm gained experience on DC3, DC4, L749 Constellation, L1049 Super Constellation, L188 Lockheed Electra and B707 engine and airframe. In 1964 he participated in the establishment of a sub-contract RAAF C130 Major Maintenance Section. During this time he undertook a C130A engine and airframe course at RAAF Richmond gaining QF Quality Assurance and DQA (RAAF) certification signatory Approval QA103.

Other qualifications were obtained during the late 60s and 70s including AME licence on Allison 501D13 Series fitted to the L188C, Lockheed C130E and H engine and airframe courses at RAAF Richmond.

The early eighties saw Malcolm appointed as General Foreman

**The Class of 56 started their apprenticeships on Constellations and are still working on this aircraft type 62 years later. Collectively they have over 400 years of engineering experience which help to keep our operational fleet in the air.**

**HARS Class of 56, present day,  
left to right:**

**Malcolm Hallowes, Jim  
Marshall, Henry Knight,  
Warren Goodhew,  
Eric Favelle, Neil  
Tazewell, Trevor  
Wallace.**



Military Maintenance and at this time he held a signatory approval for RAAF Lockheed C130 Hercules, Boeing 707 airframe category, RAN Douglas A4G Skyhawk engine and airframe category and USAF Convair 240 engine category.

From 1984 until his retirement from Qantas in 1997, Malcolm held a variety of positions including Maintenance Planning Controller, Aircraft Planning Controller and Major Maintenance Controller for the production lines of Qantas and RAAF sub-contract aircraft.

Malcolm joined HARS in 1992 and actively participated in engine and airframe maintenance on HARS aircraft, primarily on the Lockheed Super Constellation, Neptune and C47.

Malcolm is now a CASA approved Maintenance Controller for HARS Lockheed C121C Super Constellation and Head of Aircraft Airworthiness and Maintenance Control for HARS.

In 2007 he was appointed General Manager Aircraft Maintenance/ Chief Engineer for HARS/HAP under CASA Maintenance Cert. of Approval C561273.

## **Eric Favelle**



ERIC joined the Qantas Apprentice intake in 1956 and during his 41 years of service at Qantas he worked on Airframes and Engines. The first licence Eric gained was on the B707 Airframe and P&W JT3 Engines. His LAME licence could not be issued until he turned 21 in 1961.

Airframe licences were achieved on all B707 series, B747-200/ SP and 300 series, B767-200/300 and DC-8 aircraft. He also held engine licences for P&W JT3, JT9, G.E CF-6 and Rolls Royce RB-211.

Before leaving Qantas in 1996, Eric joined HARS and in May 1993 went with the team to Tucson on the first of the trips to recover our Connie. Leaving Qantas in 1996 Eric worked as a General Assistant at the Clarke Rd Special School.

Eric recently went back to Tucson for the Convair recovery project and considers himself to be an Aviation 'Nut' visiting air shows around the world and amassing a collection of over 80,000 aircraft colour slides in the past 50 years.

Our extensive Aviation Library at HARS can be attributed to Eric's passion to preserve our heritage with literature and other memorabilia.

## **Trevor Wallace - Life Member**



TREVOR left school in 1956 at age 15 after passing the Intermediate Certificate exam and joined Qantas as an apprentice engineer, becoming an early member of the Class of 56. After 15 months, Trevor decided not to continue the engineering course and in 1957 he started work as a motor mechanic on Sydney's North Shore.

Spending time in the Air Force from 1964 to 1973, Trevor worked as an Airframe Fitter working on C130 Hercules and then on Caribous in Vietnam.

Trevor has been a member of HARS since 1995 and was made a Life Member in 2012. One could say that Trevor is the "mover and shaker" of HARS as he is always pulling or pushing aircraft around. He also loves nothing more than to be marshalling aircraft to their parking spot. It is somewhat strange that no one can ever find the marshalling 'batons' and we believe that Trevor has a secret hiding place for them so that no one can challenge him for this task





**Dust storm approaching.**



**Judy setting up the shop.**

AFTER telling Bob De La Hunty that I was available to fly to Parkes for the airshow, he asked me what I'd like to fly there on, "What are the choices?" I replied. "Well there's the Catalina, Caribou or Dak — The Cat please" I excitedly requested, as I'd flown in both the Caribou and Dak before. Bob replied "leave it to me I'll see what I can do". In typical HARS style I chased up Maureen to be told I was going in the Catalina "Yeah Cool" I replied like a teenager. Exciting I am flying in the Cat!

Well it's a day before we leave and wouldn't you know it... I slipped on a wet floor at home in the dark and fractured my right wrist, so off to work I go 1.5 hours drive each way in a manual. Twelve hours after the slip and still in lots of pain, off to Wollongong Hospital for X-rays. It is confirmed and sporting a slab and bandage I rang Maureen just to make sure I could still go. She asked if I wanted to go... You bet I do ..... will just need some help to climb in and out of the Cat.

Friday 11am meet at HARS everyone concerned about my latest apparel, I can do anything except tie my hair back I reassured them all. After Café Connie lunch it's 1230 time to board the Cat.

So off I go to Hangar 3 carrying my overnight bag, hand bag and pillow to rest my arm on. John "Delay" stands at the base of ladder ready to catch me as up I go, legs in, bum on step, duck and step inside with a hand from Travis .... like a Pro!! Carefully step over compartments and down to the rear hanging with my left hand

**“ Without window vision at this point, we could be mistaken for being in the bilge of a yacht, ”**

overhead. Terry Scanlan follows me and we both get seated, belts on ready to fire up the engines, taxi out to take off.

Watching the runway through the wheel wells aanndddd we have lift off, we are in the air. Without window vision at this point I comment to Terry that we could be mistaken for being in the bilge of a yacht, it has the same look and smell. It is a flying boat after all.

Once we are in level flight and cruising altitude, Gordo sends message that we can move around. Both of us straight to the tail section to take in the view from the blisters with John and Peter ready to catch me in case left handed I fall. So, time for photos looking south flying over Mittagong, a bush fire smoking away in the distance, Lake Burragarang (Warragamba Dam) to the north over Kanangra-Boyd National Park, then further west over farmlands. It's a bit bumpy so Gordo asks us to return to our seats.

OK nanny nap time, smooth sailing, I wake up in time to circle around Parkes with Trav checking the legs are locked in, we land and taxi in to our satellite Museum.

OK time to climb out so .... bum on step, duck head out, use left hand and leg muscles to stand and step down the ladder, "Delay" again ready to catch me .... like a pro! Time to unload

and get inside the Hangar quickly as looking East there's a storm brewing.

The Caribou lands and we only unload what is necessary as we get hit by a huge dust storm with very little sky water. Sheltering inside the Museum we look around at the exhibits and chat to the local volunteers until we can all be transported to the Coachman Hotel for the night. To the bar and beers all round, round 2, the keys arrive so quick trip to stow bags and change for dinner. Hmm.. a seafood basket looks easy to eat left handed. Food progressively arrives, we eat, drink and be merry, everyone enjoying each other's company. It's late and after arranging to meet for a trip to Macca's for breakfast, we all retire.

Saturday dawns and much ferrying to Macca's then on to the Museum. It seems I am the last to get going and lucky Mike De La Hunty came back to pick up something, a quick trip through Macca's and off to the airport.

After much HARS decision making a spot for the shop is finally located under the Cat wing, her floaties are down so a little shade is available. The Convair, which had been flown direct from the Canberra Open Day to Parkes the weekend before was towed into place. Tables erected, stock displayed with expert eyes of Michael St John, cash box at the ready, and we are open for trade. The Convair, Cat and Caribou are open for visitors for \$5 Adult, \$2 Child and \$10 Family. All aircraft were busy, but the shop not as busy as hoped. The wind picked up and we needed weights to hold all the toy models down, all itching to fly away.

The Caribou was the only HARS aircraft to do a flying display, as the wind was now gusting making conditions unfavourable.

So, Airshow over packing of the Caribou and Cat begins for our return



**John waiting for customers.**



**The Cat trashed his cap!**



**Visitors watching the air display.**

# PARKES AIRSHOW 2018 Continued

to Base. The Cat was first off the blocks and like pros, Terry and I get onboard – look Mum no hands! We are

“ **Unload and put the Cat to bed, while the Caribou drops in almost on our tail.** ”

prepared for a rough trip, Trav checks the locking mechanism and once in level flight it's time for in flight

movies (on my tablet), earphones in and headphones on to dull the aircraft noise...more episodes of Designated Survivor, although after one episode I quietly pop the tablet away, as without external vision it's a little tricky to concentrate on the drama and the inner ear concurrently.

OOHH look, familiar territory after one hour we are circling YWOL, checking the wind sock ready to land. Unload and put the Cat to bed, while the Caribou drops in almost on our tail.



AP-3C Orion on display.

One more aircraft type to notch up, what a great weekend! Special thanks to Gordo, “Delay” Travis, John and Peter for the ride on the Catalina!

**See back page for Parkes Spectacular Storm Photos**



Our three aircraft on display.

# "A BLAST FROM THE PAST!"



THE images below are scanned from a de Havilland brochure put out in May 1949 to promote the Drover. The last image shows the de Havilland factory at Bankstown that produced Vampire Jets for the RAAF and also the Drover. The road at the bottom of the photo is Milperra Road and was perhaps a dirt road at that time.

## THE DE HAVILLAND DROVER

For freight, passenger or ambulance work in undeveloped areas. All metal in construction and powered with Gipsy Major engines with variable pitch propellers. The Drover has been designed as a replacement for the Dragon and Dragon Rapide and can operate from the same landing grounds using the simple facilities of its predecessors. In addition, its engine out performance and equipment installations meet current safety and operational requirements.



DE HAVILLAND AIRCRAFT PTY. LTD., BOX 39, P.O., BANKSTOWN, N.S.W., AUSTRALIA

## THE DE HAVILLAND "DROVER"

GENERAL STATEMENT

MAY, 1949

THE DROVER has been designed by the Australian de Havilland Company to replace the robust twin-engine types which became so popular before the war for feeder routes throughout the world where simplicity is essential and maintenance demands must be low. The aim has been to produce an aircraft less expensive and less refined than the Dove, while ensuring a practical "one-engine-out" performance. It was found that to attain this performance with two small power units was difficult. It could be accomplished, as it had been in the Dove, only by the use of every modern refinement in aerodynamic and structural design. This conflicted with the necessity for obtaining an aircraft of the utmost simplicity, low in first cost and maintenance costs.

It was decided, therefore, to proceed with the design of a modern, three-engine type using the well-known and approved Gipsy Major. The particular Gipsy Major adopted is the Series 10. This is substantially the same engine as the pre-war Gipsy Major which gave such good service in the Dragon, Fox Moth and Tiger Moth. The main changes concern the provision of very comprehensive accessory drives. The engine also has an improved type of cylinder head permitting the use of leaded fuel and the power has been increased from 130 h.p. to 145 h.p.

After the preliminary period of investigation, which embraced discussion with the parent de Havilland Company in England, a mock-up was built and there were consultations with a number of Australian aircraft operators, who had had extensive experience with the Dragon and other types of aircraft in bush operation; as many of their ideas as possible have been incorporated in the design.

These requirements have now resulted in a robust aircraft that can carry a good payload in and out of small aerodromes, that can offer safe and comfortable passenger service, and can carry freight or stretcher cases. Finally, it can do these things at a low cost with simple maintenance, and still observe the modern requirements of safety and aerodynamic efficiency.



BANKSTOWN, NEW SOUTH WALES—part of the de Havilland Australian Organisation. Thousands of de Havilland propellers, aeroplanes, and engines were constructed in Australia during the 1933-43 war. The factory pictured above is now engaged in full production of Vampire Jet Fighters for the Royal Australian Air Force and the Drover Light Transport for world wide sale.

DE HAVILLAND

17 JULY 2018

## AUSTRALIAN AVIATION HALL OF FAME ANNOUNCES INDUCTEES FOR 2018

AAHOF has today announced the individuals and organisation to be inducted into the Hall of Fame for this year.

In a statement from the Chairman, Steve Padgett, he noted that: "In 2018 there were a significant number of candidates referred to the Board for consideration, which is always a difficult but rewarding task considering the many who have contributed much to our aviation and aerospace history in varying but significant ways. There are so many avenues for achievement in the industry that often go unrecognised and unrewarded. AAHOF has the opportunity to see that those individuals and organisations are always open for selection" Mr Padgett said.

This year the Hall of Fame has the pleasure and privilege of inducting four individuals and one organisation that will be inducted under the Southern Cross award. They include:

- Dr Rob Lee AO - Director of Bureau of Air Safety Investigations, aviation human factors authority.
- David Massy-Greene - One of the leaders of the Future Air Navigation Systems (FANS) enabling more efficient navigation, especially on Trans-Pacific air routes.
- Ernst Krolke - Developed the 'slot' system of runway allocation that greatly improved worldwide aviation efficiency.
- Sir Rod Eddington AO - CEO of Cathay Pacific Airways, Ansett Australia and British Airways.
- Mission Aviation Fellowship Australia (Southern Cross Award) - An organisation that provides aviation services for people living in remote areas from Australia and around the world around.

On Saturday 24th of November 2018 the induction dinner will be held once again at the Historical Aircraft Restoration Society (HARS) at Illawarra Regional Airport, Albion Park, NSW but on this occasion we will be delighted to have the first opportunity to show our guests the area that has been especially allocated and prepared to an initial fit out stage to accommodate the AAHOF story, recognise our inductees in an individual way and display memorabilia and other material relevant in recognition of Australia's rich Aviation history.

This year's event will celebrate the opening of the venue. Much thanks to HARS for their invaluable support, as well as the financial and other support from our sponsors and the many other organisations, companies and individuals who have made this possible. The induction dinner is always a very special occasion and more so in 2018 as the Hall of Fame takes its first steps to build a permanent home to recognise those who have made significant contributions to the aviation and aerospace industry.

The Australian Aviation Hall of Fame invites you to join us and our other guests on the evening of November 24. Tickets will be available from the new and improved AAHOF web site shortly.

AAHOF's motto: "To Honour the Past and Inspire the Future" reflects its twin aims of recognising those who have contributed to Australia's great aviation and aerospace record as well as inspiring young people to become involved in the industry and be part of its future development.

**For more information visit our website ([www.aahof.com.au](http://www.aahof.com.au))**

IN June 2018 a group of about 10 HARS members embarked on a training course that will give them the skills to conduct engineering work on our aircraft.

The Certificate II in Aeroskills is a competency-based training course that is approved by CASA and is being run by Aerospace Training Services in conjunction with HARS. The course is diverse and includes units on aircraft electrical systems, structures, piston and turbine engines, airframes, hydraulic and pneumatic systems as well as work health and safety, regulations, documentation and environmental sustainability. There are both theory and practical elements to the course. When completed, the participants will be qualified to perform the work of



**Aeroskills class.**

a tradesman assistant under the supervision of a Licensed Aircraft Maintenance Engineer (LAME).

The course is essential to HARS developing its volunteer workforce

to operate the wide variety of aircraft under its care. It is being funded by the NSW Government under the Smart and Skilled program and is being conducted in the HARS training facilities at Illawarra Regional Airport.

## TECHNICAL TRAINING STARTS AT HARS

Story:  
Peter Marosszeky

IN late June technical training programs were started with the Lockheed Super Constellation 1049 Airframe course. The course outline and structure was developed to align with CASA and ICAO standards, which is a departure from the old instruction type training to lecture style with an examination at the end of the course.

The class consisted of 22 students made up from engineers, pilots and members who wanted to learn about the aircraft, with class participation as a key to the success of the learning process helped in particular with existing licence holders such as Jim Marshall, Jim Thurstan and Warren Goodhew. The input and provision of training notes (ex-Qantas and Lockheed material) helped to facilitate a course that would provide knowledge backed up by further practical experience, an outcome that



would satisfy the existing CASA CAO 104 standard requirements.

This course will be followed up with engine courses covering the R3350, R2800, R2000, DH Goblin and PW 1830 engines. Later, with the support and input of ex-RAAF staff, the RR (Allison) T56 engines course for the Lockheed P3 Orion will be held. The airframe courses and avionic courses yet to be developed for the

Lockheed P2 Neptune, Douglas DC3 (C47) and DH Vampire will be added to the programs. Also a course in fabric and doping will be conducted with the aid of Gordon Glyn, Jim Thurstan and Ken Mitchell from ATS. This course, once developed has to be submitted to CASA for approval as a requirement under the provisions of CASA CAO 104.

Course schedules are still being determined as the process for writing and producing copies of the training manuals (courtesy of Les Fisher) is slowly being developed.

Technical training for the existing licence holders and prospective approved persons (including pilots and AMEs) is vital for HARS to provide a reliable source of qualified staff to continue the ongoing maintenance and support of our historic fleet.

# MY AFFAIR WITH “CONNIE”

Story: Reg Darwell

Photos: Reg Darwell, Bob Smith and Terry Scanlan

I WAS a teenager hanging out on Sydney's North Shore with other testosterone-muddled kids doing what teenagers did in the late 1950's. Cars were the weapon of choice in those days, old ones in particular eg. Morris Cowleys, Ford V8 Mercurys and Vauxhall 30/98's. An MGA was the thing to have whilst those of more limited means could buy a new Mini Minor to impress the ladies. I, fortunately as it turned out, had done a "Faust" and sold my soul to the devil known as Aviation. All the money I could rake together as an office boy with Qantas and working shovelling dangerous chemicals in a chemical factory went on flying lessons, so my transport was an old and pretty battered Renault 750. But it was pink!

In the Qantas office and mailroom I was required to run messages for the Qantas founder, Sir Hudson Fysh. He knew damned well what we "Junior Executive Trainees" were up to and it wasn't preparing for a life in Head Office! Occasionally, he would invite us into his office to ask how our flying was going and to reminisce on his early flying days.

I managed to be accepted into an Airline Pilot Training Scheme which was a two year course graduating with a Commercial Pilot Licence, Instrument Rating and the theory exams for a Flight Navigator Licence. The cost was £2,000 that I had to pay over a four-year period. Hopefully, if I was employed I would be able to meet these payments. I don't want to think about what would have happened if I



**Reg, Second Officer Navigator.**

bombed out.

My first trip as a trainee navigator was Sydney - Manila on a Super Constellation in 1961. That's when the "affair" began. In those days navigation was done mostly by the stars using a periscopic sextant that poked up through a hole in the roof and lots of mathematical calculations. It was very exciting stuff for this young "space cadet" as the old wartime hands called me. Sometimes they would even let me have a fly!

The engines on the Constellation were very unreliable compared with today's jets. It was not without cause that the Connie was described as the best three engined aircraft that Lockheed ever produced. In my 1,000 hours on Connies I experienced seven engine failures, two resulting in inflight fires. In the subsequent 23,000 hours on jets -

only three failures! I told you it was exciting! One of my mates who was on his first trip was on the Connie that crashed after failing to stop following an engine failure prior to the commit speed on takeoff at Mauritius. Due to the excellent training of the crew and the leadership

of Chief Steward Pat McGann during the evacuation, the only injury was a sprained ankle to the Flight Hostess. The aircraft was destroyed by fire. The hostess became head of the Flight Hostess department, the "Queen Bee" as we called her.

Oil consumption on these big 52 litre engines was a factor that at about 40 litres per hour (total) could sometimes limit the range of the Connie. As with most man-made vehicles, there is never enough power even with 145 octane fuel that was available then. Qantas pushed them pretty hard to give a cruise speed of 240-250 knots. The superchargers were a two-speed affair. At about 15,000 ft. on the climb two symmetrical engines would be throttled back and the gear drive changed to "high blower" to compensate for the lower density air. Metallurgy was pushed to the limit of the times as the turbine would spin at about 23,000 rpm and sometimes fly apart. The engines would then be pushed up to climb power and the procedure repeated for the other two engines up to a ceiling of about 25,000ft. This was a fascinating business performed by the two Flight Engineers. It really was a Flight Engineer's aircraft. The pilots called for the power settings and the engineers gave them what they could, a bit like a ship. The only time the pilots touch the throttles is crossing the runway threshold on landing and then only to close them slowly.

The operation to South Africa was interesting. It was Sydney, Melbourne, Perth, Cocos Island, Mauritius, Johannesburg with slips in Perth, Mauritius and Johannesburg. The leg from Cocos to Mauritius was critical for the Connie as there was a "no man's land" for about three hours in the middle that on two engines we couldn't go either way. To stay airborne with two engines on METO power, fuel would have to be dumped to reduce weight which meant that the plan of action was to head North towards India as far as we could then ditch! There was an RAF maritime base somewhere up there and it was anticipated that they would locate us



**Could this be Reg's pink Renault?**

# MY AFFAIR WITH “CONNIE”



**Flight Engineer's station.**



**Navigator's station.**

imagine telling CASA or Qantas cabin crew something like that these days?

Crew Resource Management (CRM) was unheard of in those days. The Captain was God and any attempt to argue, reason or countermand would be taken as an act of mutiny by the Chief Pilot. On one occasion about an hour after top of climb out of Cocos heading for Mauritius (and “no man’s land”), an engine was feathered (double shorted secondary). I arrived in the cockpit from my nav. station with the heading back to Cocos, 3 eng. alt., amount of and time to dump fuel and ETA. I thought I was doing a good job but when I gave it to the Captain I was told in no uncertain terms to “F--off”. We spent the next 10 hours on 3 engines waiting for another to blow up and arrived during a cyclone with 70 kt. winds. Exciting stuff! He was one of the Captains I didn’t want to be like when I grew up!

The navigation rule on that sector was that we had to be able to fix our position by astro one hour prior to PNR, so it had to be night. We had a big delay in Cocos and taking off at dawn and going with the sun we would not have astro (stars anyway). The Captain decided that we were going to go, no arguments. Thank goodness, I was still under training from a Senior Check Navigator and between us we managed to be only 50 miles out when we got a weather radar fix off the islands east of Mauritius after 10 hours at 240 kts. All

we had was dead reckoning, the Sun, Jupiter (only just visible), a drift meter (a periscopic device looking through the floor at the waves to observe drift and ground speed) and pressure pattern track lines. Pressure pattern flying was a black art involving a comparison of pressure altitude and actual altitude. That’s what the radar altimeter at the nav. station is for. I learned a lot that day and - oh, that’s another Captain I didn’t want to grow up like!

But there were a whole lot of magnificent blokes that took me under their wings and taught me my trade over the years. They were the ones that I wanted to be like.

While I’m raving on about old fashioned navigation, I might mention the Loran receiver. Loran was a system mostly in the Northern Hemisphere that consisted of ground stations transmitting a signal on the MF band to be received by a cathode ray unit in the aircraft. There is one in Connie. The time interval between transmission and reception can be referenced to lines on a special Loran chart and therefore position lines that give a position where they cross. As it is possible for the transmissions to bounce off the ionosphere and give a false reading, one had to become skilled at identifying what was a “ground wave” and what was a “sky wave” on the screen. Another black art now made redundant by GPS.

From Port Moresby to Manila we used to track West to the Fly River then North West over West New Guinea and Biak to avoid the high ground North of Port Moresby. One night on the way back we were flying over all these lights on the ocean approaching Biak. It was the Indonesian invasion fleet on its way to West New Guinea. The rest is history. But from then on we had to track North out of Port Moresby VFR up the Ramu Valley. There was no way that the Connie could get to the LSA of 16,000 ft. at that weight and temperature so it was a scenic flight (early morning) up the valley over all the little villages and the mountains towering above. Nobody wanted to know about the fact that the 3 engine altitude was below the elevation of the valley floor. On one occasion the Engineer started muttering about a fouled plug. The Captain ignored him. The Captains chosen for that trip were the ex Qantas New Guinea guys because “they knew the way”.

During the 1961-62 period, the B707 was taking over from the Connie with twice its speed and greater reliability so the Connies were traded in to Lockheed for Electras to be used on the minor routes. This took a bit of time so the remaining Connies did the South Africa route and odd jobs like migrant charters.

How good was this for a young bloke? Five days in Madrid or Malta waiting to fill it up with New Australian

# MY AFFAIR WITH “CONNIE” Continued

the Snowy Mountains Project. They would wash their knickers on the last leg to Sydney and hang them up to dry on clotheslines they rigged up in the cabin. Quite a sight!

Gold charters to Zurich from Djakarta. These were the freighter Connies that looked empty except for all these black boxes strapped to the floor and the aircraft at its max. takeoff weight. Someone had to sign for it and as the most junior form of animal life on the crew, it had to be me. Two million quid's worth!

Monkey charters from New Delhi to Melbourne. In those days, the Salk anti-polio vaccine was made from the fat around the kidneys of the Rhesus monkey. Hundreds of these poor little fellas were loaded in cages in the freighter in Delhi. If there was a problem with the aircraft (quite usual) we had to get the aircraft in to a hangar, otherwise they could catch cold and die. On one such occasion in Calcutta some of them escaped from a B.O.A.C Britannia also used for this purpose, and made themselves at home in the roof structure of the hangar. The descendants of those monkeys are swinging their way through the roof to this day! The smell was something else, but after about 20 hours exposure one got used to it. I had the top deck of the East Lindfield bus to myself on the way home for

some reason!

By the very nature of the Connie operation at that time, long periods of time were spent in slip ports. Karachi was one such place where B.O.A.C (now British Airways) had a hotel called Speedbird House for crew accommodation. A volatile mixture of BOAC and Qantas crews ensured that a good time was had by all! - Better get off this subject!

My Connie affair ended when I was put on to the new B707s. Over the next 38 years I struggled my way up the promotion and seniority ladder to fly all the Qantas types of the time up to the 747 and retire at the compulsory age of 60 in October 2000 which I was not very happy about.

However, I have rekindled my affair with Connie.

I have been a member of HARS for some 20 years and due to the hard work by the members and the tenacity of the President, Bob De La Hunty I now have the privilege of flying one of only two airworthy Connies in the world. The other is in Switzerland.

All the work done on the HARS aircraft is by volunteers, many of whom bring a vast amount of industry and military



## Retirement

experience. It would not happen without them. Funding is generally by donation, museum admission and sponsorships. Nobody gets paid.

Due to the cost involved mostly for fuel and oil, we can't afford to fly it whenever we want so we are limited to air shows and special events. It gets pretty competitive to get your hands on it as you can imagine.

*What's it like to fly?*

Compared to a modern aircraft like a B747, the controls are very heavy even though they are hydraulically boosted. The performance is pretty "glacial" by comparison. Control wise, we liken it to "wrestling a crocodile!"

I suppose that one day sadly, this affair will have to end. But it has been:

***"An affair to remember."***



## A Great Airshow Held In Perfect Conditions



THE 12th consecutive and annual Air Show Wings Over Illawarra 2018 was held at the Illawarra Regional Airport over the weekend of 05/06 May 2018, and was extremely successful with an estimated 35,000 plus attending across the two days.

WOI has become a major East Coast Tourist event and the largest Regional Tourist event in NSW besides the annual Tamworth Country Music Festival. It also holds the distinction of being the only major Air Show to run annually in Australia now.

The event was a deserved success, with a great range of aircraft flying.

HARS was pleased to have been involved as a key participant and we take this opportunity to acknowledge and congratulate the efforts of the organisers, Bright Events Pty Ltd. HARS took the decision this year not to include our aircraft in the flying display, choosing instead to make more aircraft available for public tours.

### **Of special interest were: —**

- \* The first East Coast appearance at an Air Show of the RAAF Poseidon long range surveillance aircraft; the type beginning to replace the Lockheed P3C Orion in service.
- \* Final appearance of the RAAF Roulettes in formation flying as they are transitioning to the PC21 immediately after Avalon air show in February 2019.
- \* The flying display and only appearance of the new RAN Seahawk Romeo anti-submarine attack helicopter and public display of the new Eurocopter



**Focke Wulf 190**



# WINGS OVER ILLAWARRA

selected for the new Joint Army/ Navy helicopter flying training school at HMAS Albatross.

\* Display of 4 rare WW2 era single engine fighters: the Focke Wulf 190 (Luftwaffe); the Supermarine Spitfire (RAF and RAAF), the Hawker Hurricane (RAF) and the North American Mustang (both USAF, RAF and RAAF).

The Air Show was opened by local dignitaries including Aunty Lindy Lawler, our Aboriginal Elder who consistently supports the Air Show. The opening ceremony was supported each day by a parade of the Air League Band and a march by the Air League, Navy, Air Force and Army Cadet Units.

There was an extensive array of

ground exhibits that included:

HARS iconic aircraft, the Lockheed Super Constellation, the ex-Qantas 747 'City of Canberra', the newly arrived Lockheed P3C Orion, the ex RAAF F111, two Caribous, the WW2 'Black Cat' PB4Y Catalina (complete with replica machine guns), and 3 C47/DC3 Dakotas, one painted in 1944 WW2 colours, one painted in final RAAF trim before leaving service and the ex-TAA DC3 Hawdon resplendent in polished aluminium;

A Classic Car and Classic Bike show;

Static Defence displays included nearly all types of RAN Fleet Air Arm helicopters from HMAS Albatross, an Army Blackhawk helicopter from Holsworthy, displays from the RAN Historic Flight and FAA Museum and a strong contingent from the Air League (Riverwood and Wollongong Squadrons). Army Cadets (26 Army Cadet Unit Wollongong), the City of Wollongong and the Wollongong Navy Cadet Unit were also represented;

Many shops selling aviation-related memorabilia such as books, patches, models and jackets.

Some great children's entertainment was offered. The whole



**The MG line up.**



**Children's playground.**

children's area was sponsored by a well-known fast food restaurant group and another great favourite was the free train rides around the air show.

Helicopter Charter tours operated all weekend by Touchdown Helicopters and the normal weekend schedule of Jetgo flights and parachute drops by 'Skydive the Beach' continued.

### ***The Air Show Dinner – 'Swing Into Wings'***

In addition to the day program, the Rotary Club of Illawarra Sunrise ran a very successful "Swing into Wings" Dinner on the Saturday evening in the HARS Hangar, with approximately 220 guests attending. \$2,000 was raised for a selected NFP regional organization aimed at assisting People With Disabilities- the *Dream Big Dancers*.

The evening commenced with Cocktails aboard the 747 "City of Canberra" VH-OJA. Each dinner table was hosted by an aviator such as a RAAF Roulette pilot, a Navy Helicopter pilot, a senior officer of the Army or Army Cadets, or an ex Qantas 747 Captain. All participants enjoyed a great venue surrounded by historic aircraft. Special prizes donated by HARS and Qantas were the object of an auction which was generously 'bid for' by many guests and raised a significant additional sum of money for charity.

The guest speakers included the remaining crew from the original record breaking 747-400 London-Sydney non-stop flight, the crew from the world record shortest flight in a 747-400-the delivery flight from Sydney to Albion Park and Qantas Captain Lisa Norman who is in charge of the 787 Dreamliner program

which is replacing the now being retired 747-400 fleet. Lisa was the Captain in charge of the recent record breaking flight from Perth to London earlier this year. She proved to be a

**“ A great bonus was the involvement of many of the regions organisations. ”**

very entertaining and knowledgeable speaker and illustrated her talk with some excellent AV including the cockpit shots of the first arrival of a 787 Dreamliner into Sydney airport.

We have now assisted with the running of twelve Air Shows/Open Days from WOI 07 through to WOI 18. It is relevant to remind all our readers that perfect weather is not always present as WOI 14 was blown away and WOI 15 was washed away. It was just great to see WOI 18 was blessed with truly excellent weather.

A great bonus was the involvement of many of the Region's Service organisations including Rotary, the Rural Fire Service, SES, the Scouts Air Wing, Air League, Air Force, Navy and Army Cadets. WOI organisers, Bright Events Management committed \$10,000 from the proceeds to go to Rotary Club nominated Regional Charities and this year the WOI 18 recipients were- Rotary Club of Wollongong - Twilight Tournaments – run by the Wollongong PCYC, Rotary Club of Corrimal – The Imagination Library, Rotary Club of West Wollongong- KooriMens Group and SKIPP (School Kids Indigenous Program), Rotary Club of Fairy Meadow – Disability Trust Sports and Recreation Program and Rotary Club of Illawarra Sunrise – Aspect South Coast School Corrimal.

I would like to thank the HARS members and friends who supported WOI 18, in particular our hard working ground crews who enabled a busy day hangar to be turned into a great



**“Swing into Wings” Dinner.**

# Spectacular Dust Storm at Parkes

Photos: David Neaves, Mitch Murphy, Terry Scanlan and Michael St John.

