Mrs. Harry Bonney flying her De Havilland DH 60G Moth VH-UPV in close formation with a similar machine. Note the faired-over front cockpit.

Mrs. H. Bonney
Mrs Bonney posing in front of her Klemm L.32—V VH-UVE

Mrs Bonney with Mrs L.V. Rubens, her stepmother, after a flight from Wangaratta to Melbourne, V, in the Moth VH-UPV.

Mrs H. Bonney

Klemm L.32—V VH-UVE ex G-ACYU and D2299 at Archerfield, Q. The colour scheme was red and silver.

via J. Hopton
Mrs HARRY BONNEY — PIONEER WOMAN PILOT by R.N. PARNELL

From the time man solved the problem of powered flight, it was apparent that this wonderful new field of activity would not remain the prerogative of men. In Australia, on December 5, 1909, Mrs Florence Taylor was carried aloft a distance of some ninety yards at Narrabeen Beach, NSW, in a “heavier than air machine”. The first Australian woman to be licenced successfully passed her flying tests at the Central Aircraft Company’s flying school at Northolt, England, receiving the Royal Aero Club Pilot’s Certificate No. 7818. However, in Australia, it was not until 1926 that two women were accepted by the Royal Aero Club of NSW for flight training at Mascot — Mrs C. C. Bryant and Evelyn Follett. On March 28, 1927, Mrs. Bryant became the first woman to gain a licence in Australia and she was issued with No. 17.

Following these women there were many others who learnt to fly, some taking part in early pioneer flights and showing courage, initiative and stamina. It was during the period of the pioneer flights that Mrs Bonney* learnt to fly. She declared, “I took up flying in 1930 because I was a golf widow every weekend, and the aerodrome was right next to the golf course. I never told my husband until I made my first flight, when I gave him a ring from the aerodrome because I didn’t know what his reaction would be. He had known about my learning to fly all the time but had never let me know”. After initial flying training at Eagle Farm, Q, with Charles Matherson, Mrs Bonney went on to obtain her Commercial Pilot’s Licence. Advanced flying was done at Archerfield under Cyril Broom of the Royal Aero Club of Queensland.

On January 5, 1932 Mrs. Bonney created a new Australian record when she flew solo from Brisbane to Wangaratta, V, a distance of 570 miles in one day. The next morning, continuing the flight from Wangaratta, a low lying heat haze made recognition of Melbourne difficult, and mistaking the outlying suburbs of Melbourne for Seymour, flew for a considerable time before realising that her destination was below. While flying over Melbourne Mr. H. Owen, in the Shell Company’s machine VH—UNQ, joined her and escorted her to Essendon aerodrome. The flight of 160 miles had taken little more than two hours. Departing from Essendon on January 7, Mrs. Bonney flew to Wangaratta in 1 hour 25 minutes, a record flight for this journey. The following day the trip from Wangaratta to Sydney was undertaken. After leaving Sutton Forest, near Moss Vale, NSW, she flew more than forty-five minutes at tree top height. Low cloud made the flight even more arduous. Passing over the mountains at Mittagong, a force-landing had to be made in a paddock due to the poor conditions. The aircraft struck a small culvert and tipped on to its nose, slightly damaging the propeller. After a night’s rest the flight was resumed for Sydney. On January 10, Mrs. Bonney left Sydney for Brisbane but conditions were so bad that she was forced to land at Newcastle for half an hour to await an improvement in the weather. Once reaching Queensland the weather again caused problems — from Southport to Archerfield she flew at 800 feet, and on landing at Archerfield a gust of wind tipped the plane onto one wing while she was turning to taxi-in, but the aircraft righted itself. The aircraft for all these flights was a De Havilland DH 60G Moth, VH—UPV.

At the beginning of February, Mrs. Bonney had completed and passed her “A” class Commercial Pilot’s Licence examination and had also become a first-class engineer. In August of the same year, 1932, Mrs. Bonney commenced a flight that was to take her around Australia, thereby becoming the first woman to complete such a flight. The aircraft used was VH—UPV, which had been flown as G—ABEN from England to Australia in 1930 by Lt. Cedric Hill.

Departing from Archerfield on August 15 she reached Blackall, the first night, Camooweal the second night, and after landings at Burnett Downs and Daly Waters, Darwin was reached on the third evening. The engine was given a top overhaul here, and the Moth took off again on the 21st for a three-hour flight to Wyndham in perfect conditions. An overnight stop was made at the Ord River. The following day, while landing at Hall’s Creek, the undercarriage of the Moth was damaged and temporary repairs had to be effected before carrying on to Broome later that day. To Port Hedland on the 23rd, then to Onslow for an overnight stop, with Geraldton the night after. Because of rough weather near Perth, the flight from Geraldton ended in a paddock about twelve miles from Moora, some ninety miles north of Perth. Arriving in Perth on August 26, Mrs. Bonney was delayed by a broken main spar in the starboard lower wing and was not able to depart from Perth until September 3. About 464 miles east of Kalgoorlie, on the scrub at Loongana, the Moth was once again landed safely under difficult conditions. Later she flew on to South Australia and Parafield, landing at the latter on September 5. Ten minutes after take-off on the 8th, Mrs. Bonney had to force-land in a fellowed paddock with engine trouble. Repairs to the aircraft took a few days, but it was flying again on the 15th with an eight-hour flight to Essendon. Three days in Melbourne, then from Essendon to Wangaratta to be welcomed by a crowd of people and a civic reception.

On September 21, while flying in formation with the Shell Company aircraft flown by Owen near Glen Rowan, the rudder of the Shell aircraft touched the wing of the Moth. The Shell aircraft went into a spin but landed safely while, as the Moth did not appear to be badly damaged, Mrs. Bonney continued on to Benalla. However, once there and inspected, it was

* Some references mention Lores Bonney, but this was a nickname and she prefers to be known as Mrs. Harry Bonney.
necessary to return to Wangaratta for repairs before the round Australia trip could be resumed. Bad weather further delayed the flight, but after a four hour journey from Newcastle to Brisbane on September 27, Mrs. Bonney and VH—UPV were given an enthusiastic welcome at the aerodrome by a large crowd, and a reception was given in her honour by the Royal Aero Club of Queensland. Forty-three days had passed since her departure from Brisbane.

In March 1933 Mrs. Bonney made plans to fly solo from Australia to England. An announcement was also made at this time that Mrs. H.B. Bonney had been awarded the Q.A.N.T.A.S. Trophy for the most meritorious performance by a Queensland pilot in 1932. The flight to England commenced on April 12, 1933. After leaving Cloncurry, she was accompanied by a Q.A.N.T.A.S. aircraft to Daly Waters. The second leg of the journey was to Darwin. A local aircraft went to meet VH—UPV but missed seeing the Moth because of the poor visibility caused by smoke from bushfires. It was not until the two aircraft were in the circuit area that a sighting was made.

On April 15, Mrs. Bonney became the first woman to leave Australia by aeroplane for England. The Rev. Keith Langford Smith was to have accompanied her as far as Melville Island, but she departed alone at 6.50 a.m. The first stop outside Australia was Koepang, thence to Batavia on April 17 and Singapore on the 18th. Drama followed on the 20th after leaving Alor Star, Malaya. Caught in a severe storm she was forced to land the Moth at Muntok Island. Unhurt, Mrs. Bonney lived on iron rations and boiled water for two days at Baing Baing, Southern Burma, passing the time in learning the Malay language. After a note was sent, a mining company motor boat picked her up from Baing Baing and took her the forty miles to Victoria Point. There Mrs. Bonney boarded the ss Juno en route from Penang to Rangoon, taking the Moth as Deck cargo.

Cheerful and undaunted by her mishap, Mrs. Bonney gave this account of the incident - "During the storm, the clouds were so low they seemed to be almost touching the land. I did not know where I was but remembered having passed land a little way back. I turned and found a perfect little beach where I decided to land. A buffalo crossed the path of the machine, and thinking it might be a sacred animal, attempted to avoid it. In doing so, the wheels sank into the sand, a wing struck the water and the plane overturned. I injured my right hand and forehead. I asked the natives by signs whether there were any white men on the island, but there were none. A native took a letter to the mainland and walked thirty miles through dense forest to Mr. Aitain and Mr. Peteire, two tin miners who came to my aid in a launch."

On arriving at Rangoon on April 26, Mrs. Bonney was greeted by a large crowd. The Moth required repairs to the rudder and fuel tank, but as facilities were inadequate at Rangoon, Mrs. Bonney and her aircraft departed by boat on the 27th for Calcutta, arriving there on May 5 where the aircraft underwent extensive repairs. Delayed by these repairs, and then passport difficulties (following applications to land in Persia and Turkey) it was not until May 26 that Mrs. Bonney was able to leave Allahabad for Jedhpur via Jhansi. A defective fuel tank forced her to land at Jhansi before she could make the two hour flight to Jedhpur. The next day, on the leg from Jedhpur to Karachi, the verge ring of the compass became unfastened so the latter place had to be used as an overhaul stop. Departure from there was on June 2, for Jask. On June 4 the Moth arrived at Baghdad via Basra. The next day the run was to Aleppo. This was the "most miserable section of the whole flight". While flying across the desert in tropical kit, Mrs. Bonney suffered severely because of the bitter and unexpected cold weather. All went well from India until approaching Sofia after having left Constantinople. Nearing Sofia, she struck bad weather in the mountains and was forced to land at Plovdiv. There was no petrol here and she had to wait until some was sent from Sofia. It proved to be some weird Bulgarian spirit, which caused the engine to give the only trouble of the whole trip.

Leaving Budapest on June 12, Mrs. Bonney intended to make a non-stop flight to Croydon but encountered appalling bad weather and flew blind in circles. The field in which she chose to make a forced landing was at Gnund, just over the border of Czechoslovakia, a country for which she had no permit to enter. The Czechs ransacked the Moth and detained her for a whole day. Eventually she was given permission to leave and flew to Linz in Austria. Taking off from Linz five days later, the grass was so long that the propeller cut a swath through it during the run. Mrs. Bonney flew on to Frankfurt, but then bad weather forced another stop at Cologne. Finally on June 21, there was the wonderful thrill of the landing at Croydon, as the first woman to fly from Australia to England. Congratulations and many messages were received from Australia. Later, in recognition of the flight she was awarded the M.B.E.

Returning to Australia, Mrs. Bonney continued to fly. Her Moth My Little Ship was used for several interstate flights - one in October 1934 to Melbourne for the Centenary celebrations. Later the aircraft was disposed of to Charles Matherson and eventually ended its useful life in service with the RAAF. In December 1935 Mrs. Bonney purchased a Klemm L.32—V, VH—UVE from Normand Berry Littlejohn of Melbourne. As G—ACYU, Littlejohn and his wife had flown the aircraft out from England during October/November 1935. Mrs. Bonney christened her new machine My Little Ship II. After twelve months of planning she proposed to make a solo 14,000 mile journey to South Africa. My Little Ship II was the aircraft to be used. Mrs. Bonney said the trip would have a double interest for her, the first because she had been born in Pretoria, and the second that it would be the first flight between the two countries.
On April 9, 1937, Mrs. Bonney departed from Archerfield on the first stage of the flight and landed at Blackall. On the afternoon of April 11, she reached Camooweal and spent the night there. While in Darwin she was the only person able to communicate with two German mechanics from the Junkers Ju–86B VH–UYA Lawrence Hargrave then temporarily stranded at Darwin with engine trouble, as she spoke fluent German.

Leaving Darwin at 6.50 am on April 13, it was four and a half hour flight across the Timor sea to Koe Pang, where the Klemm touched down at 11.15 am. The Klemm had a capacity of 63 gallons, sufficient for a flight of 1,000 miles. The longest stretch would be 700 miles, which gave ample margin for safety. Mrs. Bonney said — "I had a very good crossing, though occasionally the haze was bad. I ran into a couple of rainstorms just to vary the monotony of the 500 mile water journey. I carried 56 gallons of petrol so had a very great margin of safety for the crossing. At Koe Pang I had a twenty-four hour rest. It was not quite a week since I left Brisbane and I was still running to schedule. Eric Kydd of Q.A.N.T.A.S. was able to start my engine which had been a very hard job so far.

I left Koe Pang early on the morning of April 14 in good weather and arrived at Rambang, on the island of Lombok, at lunch-time. The weather was marvellous during the morning of the next day, April 15, and as My Little Ship II was behaving splendidly I took off from Rambang for Sourabaya at 6.05 am. Half an hour later I flew into a heavy monsoonal disturbance and could not tell which were mountains and which was a black wall of rain. The mountains on Bali are very high, some up to 12,000 feet, and I thought it was too dangerous to fly blind. Anyway, I returned to Rambang as I had taken on only sufficient petrol to get me to Sourabaya. I landed at Rambang again at 9.45 am and waited a while to see if the weather would clear. But I was anxious to make Sourabaya that day so I decided to make the effort. Although the storms were threatening I left Rambang about 11.00 am but I scarcely got away before I realised it would have been more sensible to have waited patiently as conditions were very bad. Visibility was almost nil. I was teeming with rain and I flew long stretches just above the water. It was not a very pleasant sensation and I was very glad when I landed at Sourabaya shortly after lunch.

Early in the morning of April 16 I left my hotel for the aerodrome. Shortly after 10.00 am the weather was still thick but the local pilot thought I could get through, so I set off about half an hour later. All the way to Samarang I flew through clouds and blowing rain just over the tops of native houses and palm trees. I am afraid that I got rather impatient with the rain and then the weather was so bad at Samarang that I decided it would be a waste of time looking for the aerodrome so I flew to the west for a while until the conditions improved. It was a treat to come out of the squalls and the remainder of the flight to Batavia was very good. I struct a few light rain patches but after the sheets of water in which I had been drenched, and remembering one nasty moment when the engine "snuffled" — I thought for a moment it had failed — the light rain did not worry me.

Flying continuously through torrential rain is very wearying and although I was ready to hop off from Batavia at 7.30 am, the sky to the north was the colour of ink. With my packing done and the engine warmed up, there was nothing to do until a satisfactory weather report came through, which it eventually did about 9.30 am. Then commenced another tussle with the elements. The rain was beyond a joke. Although the weather was fairly good after leaving Batavia, I soon ran into a nest of storms. I thought it wiser not to try and get through with any of them remembering my experience of 1933 when I was forced down at Being Being off the coast of Burma. I retraced my course and circled for two hours, crossing the channel between Banka Island and Sumatra four times trying to get through the storms. At last the skies cleared a little and conditions improved. I crossed Muntok for the fifth time and landed. I had been in the air six hours and was completely exhausted. I had intended to leave Muntok for Singapore at mid-day on April 18, but was advised against starting because the Post Office was open for only half an hour and I could not get my very necessary weather report, while the local agent could not inform Singapore of my departure. At mid-day on April 19 I took off for Singapore. The good weather held and I had no complaints to make about the flight. I had to dodge around a few rainstorms but that is very easy when they are in small patches. What scares me is when the stuff stretches right along the path of the flight and is so low that it is almost on the ground.

On my arrival at Singapore, I had to wait for information regarding the cholera outbreak in Bangkok, where I was told hundreds of people were dying every week. I did not want to stop at Bangkok if there was the possibility of my being quarantined. I would not be inoculated as I felt in perfect health and an inoculation may have delayed me further. Having decided to take the west coast route instead of the east I had to wait for maps and advice from the Controller of Civil Aviation. The RAF changed the oil in the machine and did a 24 hour engine check before I left Singapore for Penang which I reached after a good trip. There is a splendid aerodrome at Penang with wonderful night landing facilities and a good club-house, but I spent the night at Georgetown, eight miles from the aerodrome. I left Penang at 10.00 am for Alor Star, 80 miles away, to take on enough fuel to go to Tavoy. The aerodrome at Alor Star has a very large ground and is much safer for a long take-off. On landing there the machine immediately spun around and for some seconds I thought it would turn over. When it stopped right way up, I was afraid to get out as I feared the undercarriage had collapsed. I was glad to find however, that the damage was no worse than a tyre which was as flat as the proverbial pancake. I had to use stacks of firewood and a long piece of
timber as a lever to jack up the wheel in order to replace the tube. Owing to this I spent the day at Alor Star. More storms and squalls were predicted for the west coast route and I must admit that I had a dread of these torrential rains which obliterate everything. So I waited there for a satisfactory weather report before going on to Victoria Point”.

Mrs. Bonney decided to depart from Bangkok on April 23. Landing at Huahin (Siam) she later continued on to Bangkok. Two days later, on April 27, she took off from Bangkok but returned thirty minutes later after encountering bad weather which looked ominous for crossing the mountains between Siam and Burma. This happened three times — “I was flying blind at 6,000 feet. There was no break in the clouds and after fifteen terrifying minutes I turned on my course. I was glad to see the aerodrome again”. After being held up for a week, she left Bangkok and arrived at Rangoon at 4.30 pm on May 2. Next morning the journey to Akyab, Burma was covered in 3½ hours. Ten minutes after leaving Akyab for Calcutta, she heard a loud noise and discovered that the starboard cowling had come loose and was flapping violently. She slowed the engine and cradled back to the aerodrome at Akyab, making a tricky landing with the full fuel load.

“Leaving Akyab again, I struck vile weather, through which I would not fly. While trying to find another route on my map, I held it too close to the window and away it went in the draught. Fortunately I had an extra map in my box on the floor beside me, but before I could get to it, I had to lift a gallon of water on to my lap, then after sacrificing two fingernails I finally undid the locks of my map-box and traced the route from Cox’s Bazaar to Chittagong and on to Calcutta. As the morning of May 5 progressed so did the heat, and I was very tired when I reached Allahabad, where I had a short rest. Despite the advice of ground staff I determined to go on in the heat of the day, and from Allahabad I had a ghastly time flying at 700 feet as the bumps and the headwinds were too bad higher up. Heat haze reduced the visibility practically to nil, and I flew in terror that I should strike hawks and kites which fly up to 2,500 feet. It was so intensely hot in the cockpit I could not put my hand on the throttle. When I got to Agra, for which I had to secure special permission to land as it was a military aerodrome, I literally fell out of the machine with the heat. From Delhi I proceeded to Jodhpur and then to Karachi where I met trouble again trying to get my passport visa and Persian permit. On May 17 I was still held up and having a most exasperating time. Fortunately the weather was much cooler. Everyone advised me not to try and fly over the country without a permit although I had intended doing so. I left Karachi at 6.30 am on May 21 and arrived at Jask at 1.00 pm. I was quarantined overnight and was the only white person there. I departed at 6.00 am and by mid-day had landed at Bushire. The heat was terrific, there were headwinds, and everything else was unpleasant. It was one of the most dangerous stretches and I was glad when that day ended”.

On the leg to Basra, owing to strong headwinds, she made only 50 mph ground speed. There were repairs and adjustments to be made so was delayed there for a while. At Basra she made a rough estimate of her flying holiday—in under six weeks she had travelled a distance of 9086 miles in a flying time of 88½ hours. Leaving Basra at 7.15 am on May 29, Mrs. Bonney arrived at Baghdad 3½ hours later.

“After Baghdad there was desert, desert and more monotonous desert. I landed at Rittel Wells. I was not sure of my course for the large bubble was still in my compass. A charge was asked for landing and to see the air log book. I said “All right”, turned the machine around and took off. I have no doubt the officials were amazed but it wasn’t that I wanted to avoid payment but I know how those officials can delay one for hours. On reaching the Amman country, the mountains rise to 6,000 feet and My Little Ship II had difficulty clearing the peaks, but as I flew farther west towards the Mediterranean I couldn’t help feeling a little excited that here were the hills of Moab and the Dead Sea country that I had learned about in Sunday School. Once over the mountains the valley of the Mediterranean was heavily cultivated, huge areas under grain, a glowing sight after the desolation of the inland. Only a palm tree here and there dotted the landscape, until I crossed the Suez Canal”.

At Cairo on May 31, Mrs. Bonney wrote — “I am very thrilled at having linked Australia and Africa by air. I am twenty-eight days behind schedule but hope another fortnight or so will see me at my journey’s end — Capetown”.

On June 7, Mrs. Bonney arrived at Luxor, Egypt; June 10 at Aswan, refuelling at Atbara for her flight to Khartoum. On June 15 at Malakal, Mrs. Bonney reported — “I left here for Juba, East Africa, but decided to return after 1½ hours owing to the complete absence of landmarks, to a bubble in my compass and to the fact that tracks had been obscured by new grasses brought on by seasonal rains. The flying of a direct compass course from Malakal to Juba was impossible. I damaged the tailplane unit on landing owing to atmospheric conditions. As there were no facilities for repairs the future of my plane was uncertain”.

On the 24th a further letter from there stated that she was shipping the aircraft down the Nile back to Khartoum, a journey which would occupy five days. The boat had been expected on June 17 but had run aground on the Sudd. The RAF at Khartoum would repair the aircraft and the work was expected to take a few days. The flight should be
resumed in a fortnight. On July 10, at 5.30 am, Mrs. Bonney left Khartoum and arrived at Malakal for the second time at 10.30 am. Two days later she had arrived at Juba, saying that she had seen herds of elephants, giraffes, deer, buffalo and gazelle and had spent an hour flying low over them. It had been a thrilling sight. The next morning, July 13, at 6.10 am, she took off for Kisumu, landing there at 11.30 am.

Mrs. Bonney wrote from Livingston on August 6 — “On the trip from Arusha (my first port of call since leaving Nairobi) to Dodoma, Tangania, the clouds were right down on the mountains for some hundred miles and I had to wriggle my way through the valleys which was anything but pleasant. After leaving Dodoma, I was flying above the clouds until they got too thick, and as the mountains were up to 9,000 feet high, I was too scared to come under. I found a break but was worse off than ever as dense smoke from bushfires reduced visibility to almost nil, and the plane was flung about the sky until I thought the wings would come off. I managed to return to Dodoma thoroughly ashamed of my effort until I learnt that the RAF and Imperial Airways planes had been forced to do the same. The next day I had better luck and managed to scrape through between the clouds and mountain tops. On reaching Mbaya, I saw with a sinking feeling, the most dangerously situated aerodrome I have ever attempted to land on. The settlement is on the side of a mountain, and the aerodrome is in a kind of saucer with high mountains all around and you can imagine the different currents these mountains cause. I very cautiously cut my engine and made a safe landing although I felt no certainty about it. Next morning I took off with the same horrible feeling, but I got off and made my way over the most terrible rocky mountainous country for about 45 minutes.

I had to navigate with the utmost care as landmarks were few, the maps not correct and my compass had a bubble half the size of the dial. After refuelling at Mpika, I lifted the plane off at the last moment, and try as I would for ten minutes I could not get an inch of altitude. During the flight to get her up a bad downward current nearly ended everything. I am still wondering how I got away with it. From Mpika the country, though mountainous, was not as bad as the previous day but smoke from bushfires was still thick and the bumps many. On this three hundred mile hop I saw not more than three farms and a few native huts. It was wild hopeless country. Broken Hill (Northern Rhodesia) reminded me very much of Mount Isa (Q) and curiously enough, it treats practically the same kind of ore. After dispatching a cable, I went to the aerodrome, said farewell and turned the plane into wind. With a bang she heeled over to starboard. Hopping out I saw at once that the undercarriage fitting had given way at the previous repair. Mournfully I began to unpack all my luggage as the people rushed out to me. Petrol began to stream from the fuselage and my heart sank as a split petrol tank would have meant more delays. Fortunately my worst fears were not realised and after a great deal of trouble, I located a mine engineer who made a new part for the undercarriage. On reflection I was lucky, for in another few seconds I would have given the plane full throttle and it would surely have turned over. After repair ing the aircraft it was a short three-quarter hour flight to Lusaka which has one of the finest aerodromes. Livingston is a lovely place and reminded me of being home in Queensland”.

From Livingston Mrs. Bonney flew to Bulawayo, thence to Fort Victoria, Pietersburg, landing at Pretoria on August 12. “It was rather fun to land at Pretoria, my birthplace. The African Air Force presented me with one of the Air Force badges which I treasure among the mementos of my flight. On August 14 I landed at Johannesburg. It is only about thirty miles from Pretoria so I was hardly in the air before I landed again”.

On August 17 at Kimberley, Mrs. Bonney spent a most interesting time watching the processing of diamonds. She then left for Beaufort West and the last, very bad hurdle, the Hex River Mountains. “The country, as brown as a piece of paper, soon began taking shape in the form of ridges, which increased to mountains that sent me up to 12,000 feet. At Touws River the mountains ahead of me were snow covered, it was violently rough and I was flogged all over the sky. The currents became so bad that I gave up following the valley through the mountains and did a direct compass course to the coast. I tried to take a short cut to Wynberg Aerodrome, over the Hottentot Mountains, but the weather was so bad and the plane so much buffeted that I continued to fly in the direction the plane was heading. I went out to sea and then flew towards Somerset and the Strand, and in this way, finally found my goal. I made a splendid landing. From as far back as Kisumu near Nairobi, I had been landing at high altitudes, which is not easy unless you are used to it, so after landing in thin air and at high landing speeds, to come back suddenly to heavy air and make a good normal sea level landing made me feel quite pleased with myself. After the gusty flight over the death trap of the Hex River Mountains, Cape Town was a magnificent climax to a long and interesting flight. My flying time was 181 hours 25 minutes for the solo flight of nearly 8,000 miles from Australia to Cape Town and which was the first flight to be made between the two countries.

What do I think of records? I invariably tell people that records are not very much in my line. Records are good for testing and improving the reliability of aeroplane engines and they serve as an impetus for designers. There is plenty of applause if you get the record, but if you don’t . . . . ? I prefer flights that are aerial tours. There is no particular physical strain on the individual and you don’t arrive at places looking like a tramp”.

The South African flight was Mrs. Bonney’s last major trip. The Klemm, VH-UVE, was returned to Australia and was later destroyed, on June 28 1938, in a fire which broke out in the Q.A.N.T.A.S. No. 2 hangar at Archerfield, Q.
Five other aircraft were destroyed in the blaze (Stinson Reliant VH—UXF, Moth VH—UFR, Taylor Cub VH—UXW, a Miles Hawk and an experimental plane owned by George Wright). Up to September 1939 the only other long flight was to Mornington Island in the Gulf country. Mrs. Bonney stopped flying after the War when petrol became too difficult to buy.

The records held by Mrs. Harry Bonney —
First woman to fly around Australia
First woman to fly from Australia to England
First person to fly from Australia to South Africa

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MONTHLY NOTES — CIVIL

On May 23 the British Civil Aviation Authority recognised the single-way fare structure of $420 to London from Australia as introduced by Qantas Airways Ltd. The Authority made this decision after an emergency IATA meeting went into recess, on May 14, without reaching a decision. By May 5, Qantas claimed 6743 bookings had been made for the flight to London. In early June Qantas and MSA announced an agreement to operate joint inclusive tour charters from Australia to Singapore from October 1972. Qantas admitted that the “Mr. Brown” blue suitcases sold at auction were not those used but were similar cases used in court (refer p.22 May—June 1972) The services of the last of sixteen retrenched flight engineers were terminated on May 28. Qantas has released, for two years, four flight engineers who have accepted temporary employment with MSA. Eleven first officers will fly for MSA over the next twelve months and three of the retrenched flight engineers have been employed by MSA. The flight operations ground staff re-organisation took place on May 15 and part of this included the closing down of the Cadet Pilots Scheme due to high cost and insufficient demand both from within and without the company. Cathay Pacific Airways crews carried out simulator training during May. Boeing 707 VH—EBC Longreach was chartered for the Australian Prime Minister’s South East Asia tour in early June.

Airline pilots, through their Unions, called for a world wide strike on June 19 in an attempt to have the United Nations take action over air piracy. Australian domestic pilots were not affected but services from Australia by Phillipine Airlines, Alitalia, Air New Zealand and JAT were cancelled. During June increased security patrols were noticed at main Australian airports.

Following the pattern established by East-West Airlines with their SUN FUN inclusive tours, both Trans Australia Airlines and Ansett Airlines of Australia advertised reduced price travel/accommodation flights between most capital cities and to Central Australia. On June 2 Ansett announced a “fly-anywhere-for $4-a-week” scheme where air travel and packaged holidays can be booked anywhere in Australia and Papua New Guinea without any deposit. Independently planned timetables introduced on May 1 were widely advertised as breaking the previous parallel schedules but by June two Ansett services had moved back to near identical times with TAA. Ansett introduced the modified Lockheed L.188 Electra VH—RMC in service on June 14 with a flight to Perth. Their introduction was widely publicised as “the Electras are coming” while later advertisements exhort the shipper to “Electrafy your freight”. The Electras will replace the Douglas DC—4/Carvair freighters by the end of 1972.

East-West Airlines celebrated their 25th Anniversary in June.

On May 26 the Minister for Civil Aviation denied the statement attributed to him by The Nepean-Mt.Druitt Herald that Sydney’s second airport would be in the Londonderry-Richmond area. The final decision on the site of the airport will not be decided until a joint State-Commonwealth Report has been presented to the Federal Government. The joint report will use material prepared by the recently appointed British consultants, Travers, Morgan and Partners, on development of Sydney (Kingsford Smith) Airport and its relationship to the new airport. Negotiations were reported on May 26 for the purchase from Riverwood Golf Course Pty. Ltd., of the Riverwood Golf Club land for extensions to Bankstown Airport.

Bush Pilots Airways announced the purchase of Queensland Pacific Airways Ltd. two Douglas DC—3 aircraft and the option on the leased DC—3 on June 17. They did not take over the QPA staff and pilots. Bush Pilot’s DC—3 fleet is now VH—PNM (ex Papuan Airlines), VH—EDC and EDD (ex QPA) and VH—PWN (on charter from East-West Airlines). For a short period during the prawn season QPA also had East-West’s DC—3 VH—PWM on charter.
MONTHLY NOTES — MILITARY

Extensions to Learmonth, WA, airfield by the RAAF's 581 Airfield Construction Squadron are scheduled to be completed by December 1972. The runway is being extended from 7,000 feet to 10,000 feet and special levee banks are being constructed to prevent flooding by tidal waves. The airfield is named after Wg. Cdr. C. Learmonth who was killed in action with the RAAF during World War II. In 1945 a tidal wave damaged the airfield and drowned three airmen.

Orders for twenty examples of the GAF Project N were announced on May 23 — eleven for the Army to replace the Cessna 180 aircraft and nine for civil operators. The aircraft has been named Nomad.

The first Army Aviation unit to operate an all turbine aircraft fleet was 171 Air Cavalry Flight at Holsworthy, NSW. Bell 206B helicopters A17–008 to 012 arrived from Amberley, Q, on May 5 to replace the Bell 47G's A1–564 to 567 and 660. The Flight also operates two Pilatus Porters A14–652 and 680.

Eighty Indonesians left Djakarta on May 31 for Australia where they will receive training on the flying and maintenance of Sabre aircraft. The training will be at RAAF Base Williamtown, NSW. Sabres still being flown at Williamtown include A94–352, 356, 366, 368, 370, 945, 949, 951 to 953, 955, 956, 963, 965, 968, 969, 971, 980, 982, 989, 990, while 361, 910, 915, 957, 959, 972 and 974 were inactive. Flight International, June 8, 1972, p. 852 stated "... exemplified by the recent gift of sixteen Avon-powered Sabres for Indonesia. The Prime Minister is due to announce the gift of twelve more on a forthcoming visit to Djakarta", but this was not made public during the visit.

Two McDonnell-Douglas F–4E Phantom aircraft from 6 Squadron flown by Wg. Cdr. A. Reed with Sqn. Ldr. B. Bolger, DFC, and Flt. Lt. C. Rowland with Flt. Lt. G. Hannan, established a speed record between Darwin, NT and Amberley, Q, when redeploying from Exercise Top Limit. The time of 2 hours 35 minutes 52 seconds from brakes off at Darwin to over the tower at Amberley gave an average speed of 672 mph for the 1,763 mile flight. Aircraft taking part in Top Limit included F–4E 97201, 02, 04, 05, 08 to 12, 14, 15; Mirages A3–17, 19, 41, 61, 69, 72, 79, 80; Avro Vulcans XM600, 603, 607, 656 and Neptune A89–272.

MONTHLY NOTES — PEOPLE

Wing Officer Dawn Parsloe of Bundaberg, Q, became Director of the Women's Royal Australian Air Force on May 17. She will be promoted to the rank of Group Officer. Air Marshal Sir Colin Hannah received the restored Avro Baby, G–AUCQ, previously flown by Bert Hinkler, on behalf of the people of Queensland on May 31. The aircraft had been restored by Air Charter Pty. Ltd. at a cost of $2,200 and was put on display in the Queensland Museum.

On June 28 Capt. Jack Elliott retired from Qantas Airways Ltd. He flew Electras until they were withdrawn and then Boeing 707's but returned to the Douglas DC–4's that are operated to Norfolk Island. He indicated his satisfaction with the DC–4's and the personal touch of the people at Norfolk Island. Boeing 707–338C VH–EBR City of Wollongong under the command of Capt. Val St. Leon arrived at Sydney, NSW, on June 28 after a non-stop flight from Mauritius. Air time for the 5750 miles was 9 hours 10 minutes which gave an average speed of 640 mph. The special flight carried forty-one passengers and freight.

THIRD LEVEL NEWS

Business Jets Pty. Ltd. commenced daily return services between Melbourne and Sydney via Swan Hill and Canberra on June 5 using the Falcon VH–BIZ. Twice weekly flights connect Swan Hill and Adelaide while there are daily return services (except Saturday and Sunday) between Melbourne and Swan Hill. The company also operates services between Melbourne, Warrnambool, and Portland with a Queenair. With the Falcon used on regular services, Business Jets have used Qantas HS–125 VH–ECF on charter flights. The word BIZJETS is applied to the cabin roof by a transfer (white letters outlined in red) for each charter operation.

PAPUA NEW GUINEA NOTES

During a speech at a graduation ceremony for hostesses and traffic officers at Lae, in mid-May, Capt. R. Bailey Assistant General Manager of Trans Australian Airlines indicated TAA Airlines of New Guinea would co-operate "in every way possible" in the establishment of a national airline for the Territory. When the new schedules were commenced in May the Fokker Friendship service from Cairns was changed to a McDonnell Douglas DC–9. The DC–9 then operated a return international service to Honiara, BSIP, before flying back to Australia. The first service was flown on May 2 by VH–TJS Peter Warburton.
Air Pacific have replaced their HS 748 flight to Port Moresby with their BAC 111—479FU DO—FBO.

Bryan McCook, Territory Airlines chief pilot, travelled to Los Angeles at the end of April to take delivery of a DHC—6 Twin Otter. Newspaper advertisements show the aircraft marked as “talo territory” “operated by Territory Airlines” and indicate its use on tourist flights. McCook had previously flown a Beech Baron across the Pacific Ocean.

APOLOGY

In this Journal’s March—April 1972 edition, mention was made of the reported financial difficulties of Helicopter Transport Pty. Ltd. This was reported in good faith from usually reliable sources.

Helicopter Transport Pty. Ltd. have now advised we were completely misinformed and we therefore offer to that Company our most sincere apology for any embarrassment which our earlier statement has caused to it.

QANTAS AIRCREW SCHEDULING

With the increasing number of services and the involved patterns of operations which the airlines have built up over the years, the rostering of aircrew has become an increasingly complex matter. Apart from sheer numbers (Qantas now has 845 technical crew and 1028 cabin crew) consideration must be given to flight time limitations, adequate rest periods, training etc., and the inevitable disruptions caused by illness, aircraft unserviceability and such like.

Until 1966, the rostering of Qantas crew had changed little in concept over the years and operated on virtually a week to week basis. Technical crew rosters were divided according to aircraft type, status on the aircraft and region. Cabin crew were split according to status on the aircraft, the only stipulation being qualification on the aircraft type in respect of emergency procedures. This system became quite inadequate, with crews not knowing what work they would be doing from week to week. It was, in fact, one of the causes of the pilot’s strike in December 1966.

As a result of the strike, it was agreed to implement a rostering system based on the North American bid system. This was introduced for pilots on April 8, 1968, and gave them an opportunity of bidding, according to seniority, for the amount and type of flying which they individually preferred, as well as enabling them to enjoy a much more stable roster. Naturally such a system favours the senior man, with the more junior pilots being forced to accept the work which remains, but in any case, the majority benefit from knowing their activities at least fifty-six days in advance. (Work was originally scheduled in 84-day periods but this was reduced to 56-day on July 27, 1970.) Schedules of flying over 56-day periods (bid lines) are drawn up to cover all the expected flying for that internal. Each bid line contains full details of a number of trips, with specified duty free periods, and these bid lines are then awarded to the pilots according to their bid and their seniority. Some more junior pilots in each category (Captain, First Officer, Second Officer) form a reserve pool to cover illnesses, extra flights, etc. The work in each bid line is measured in terms of credited hours which comprise flying time, report time prior to flight, time spent travelling on duty as a passenger, time on standby duty, etc. Pilots are not scheduled to exceed 170 credited hours in a fifty-six day period (160 credited hours in the case of DC—4 pilots). Prior to 1968, aircrew received a flat salary, but now the amount of work a man does has a direct bearing on his pay. Technical crew receive a minimum guaranteed pay for up to 128 credited hours per fifty-six day period and for any work in excess of 128 credited hours, receive additional pay at an hourly rate, akin to overtime.

Seniority is also used to determine the order of selection for promotion, transfer to a base station and transfer to and status on an aircraft type and/or region. It does not however, apply to the selection of a person to a supervisory, check or training appointment, which remains at the discretion of the Company. The system was extended to Flight Engineers on January 11, 1971 and to Navigators on May 3, 1971. A similar system was implemented for cabin crew during April 1972.

AIRCRAFT MOVEMENTS – January to April 1972 continued

MELBOURNE—Tullamarine. Air Nauru’s Fellowship C2—RNI was delivered on 22.1 and flew a proving flight on 29.1. Departures included Electra N188LB (ex VH—TLB) on 1.3, Ansett’s VH—RMA on 6.3 for conversion to freighter configuration in the USA, and Electra N188LA (ex VH—TLA) on 14.3. The sole interesting airliner visitor was SAS DC—8—62 OY—KTD on 2.3. Gulfstream II visitors were N2600 of Mobil and N711LS of Lear Seigler both on 15.2, Fabergé’s N397F and HS 125 VH—TOM on 16.2

MELBOURNE—Essendon. New arrivals were Convair VH—BZN on 14.2 and VH—BZB on 16.2 for storage before disposal, and Fuji VH—FJN which joins Victa 115 VH—FME as the Essendon Flying School fleet, and the ex Portuguese — Timor registered P.136L CR—TAM which has been purchased by two employees of Forrester Stephen and will eventually grace the
Australian register. DC-4 VH-INX was finally removed to Melton on 1.3. The ex-Snowy Mountains Aero Commander VH-SMC left for New Zealand on 10.3. Two RAAF Caribous A4-199 and 210 were seen on a CMF exercise on 4.4. Anson VH-BAF arrived on 7.3 to join the other BBA cargo aircraft in the old TAA Boeing hangar. Security was increased after an arsonist burnt out the Bizjets Queenair VH-ILK on the night of 31.1. The following visitors were seen; Victa 100 VH-MTE in BOAC colors on 29.1, Cessna 210J VH-DOZ on the same day, Baron VH-ILV, Cessna 310N VH-KOM and Aztec VH-TOK all on 21.1, Aztec VH-PAC from Thursday Island on 8.2, Cherokee Six VH-CVF and Apache VH-DDR on 14.2, Comanche VH-TMB and Cherokee VH-ITJ on 19.2, Cessna 182 VH-CDI from Condobolin on 22.2, Tasair Cessna 310B VH-ATQ on 25.2, Baron VH-DAN from Perth, Bonanza A36 VH-BZS from Townsville and Cessna TU206A VH-AAM all on 28.2 and DC-3 VH-ANX in AAS markings which arrived for storage on 15.3.

MELBOURNE—Moorabbin. Tiger Moth VH-ASF was seen nearly completed its overhaul on 19.1. Visitors included Maf-air’s new Cessna A185E VH-MFU on 5.2, Farmair’s leased Fu-24 VH-DVW on 12.3, new Cessna 210K VH-PQY on 30.1 and Cessna 170B VH-CCP and Cherokee Six VH-PGD both noted on 21.1. The SIAI FN333 VH-SAV arrived around 20.3 and will be based at Moorabbin. Schutt took delivery of Cessna 207s VH-EHL and UBO by February. Other new residents include Comanches VH-RTF and RTI and Super Cub VH-RTM all ex-Murchisson, Cessna 336 VH-GKY which arrived still in Territory colors on 19.1, Cessna 337 VH-DND, Auster VH-MSP, Cessna U206A VH-RPZ, Pawnee VH-AUG and Tri-pacer VH-SCC all noted on 21.1. Cessna 172 VH—REC was traded-in to Schutt and seen on 19.3. Two new Cessna 180 residents are VH-DJS seen on 30.1 and CGU seen on 12.3. Jayrow Helicopters Bell 47G VH—MAS was noted in their colours on 19.3. Wirraway A20—649 has not commenced its planned overhaul prior to flying.

BALLARAT. Noted during a visit on 1.1 were Cropmaster YA—1 VH—AGL, Pawnees VH-FAL and FAU both with Field-Air Ballarat, Tiger Moths VH-ATN and WAL, Victa 100 VH-MUP, various Maf-Air Cessnas including 182s VH-BVY, MFA and MFU, and together with 170 VH—BXU, Field-Air’s Cherokee VH-FAR, Super Cub VH—MSA, Cessna 182s VH—RYY and DGY, Cherokee VH-KMP and several aircraft in Maf-Air’s hangar awaiting repairs. (Muskeeter VH—UAS, Fujis VH—FJA and FJB, Cessna 172s VH—AMC, BVB and SEA and Cessna 175 VH—RFJ).

BENALLA. Present on 20.1 were Auster 3F VH—MBB, Chispumk VH—BSM, Pawnees VH—FSJ and KLA and Cessna 182E VH—DUW.

HORSHAM. Seen on 1.1 were Chispumk VH—AMV, Auster J1 VH—WMM, Victa 100 VH—MBM, Cessna 150B VH—DUR, Cessna 172E VH—WAK, Cessna 182G VH—DFP and Cessna P206C VH—EFA.

SHEPPARTON. Noted on 2.1 were Baron VH—WSW still wearing its 1969 Air Race markings, Airedale VH—UDE, Victa 100 VH—DDZ, Tri—pacer VH—DNW, Cherokee VH—PKB, Cessna 172G VH—RLN and Cessna 182K VH—KRE visiting from Canberra still carrying its Air Race sticker.

STAWELL. Snow Commander VH—FON and Fu—24 VH—CUY both marked Barry Cosson, Stawell, Tiger Moths VH—BDH and BKC, Auster J5G VH—FAM, Mooney VH—SKE, Cessna 172s VH—CXW and KMO, Cessna 175A VH—BMV and Cessna 182N VH—EKH were present when visit on 1.1.

WANGARATTA. Seen on 20.1 were Tiger Moth VH—AUA, Auster 3F VH—BCF, Maule M4 VH—EMA, Comanche VH—MDJ and Victa 100 VH—WAU.

SYDNEY—Mascot. Interesting airliner visitors were Olympic Boeing 707 SX—DIB on a probing flight on 19.1, MSA’s new Boeing 707 9Y—DHC on 19.1 and DC-8—63 D—ADIZ of Atlantis. Boeing 737 N1359B was demonstrated to Qantas from 16.2 Aztec ZK—DGT departed for New Zealand on 22.1. A number of new has been converted from its Zambian markings while at Bankstown. Large executive types seen were Gulfstream 11s G—AYMI on 3.2 (and on several other occasions) and N307F on 12.2, and the gold—painted Convair of Forbes Magazines, N60FM Capitalist Tool. Interesting Australian visitors included Twin Comanche VH—RJ on 19.1 and the NSW Survey Baron VH—SUV. The ex—Korean Bell 47Gs had begun their conversion to VH—URB and VH—URC by 19.1. Military visitors were Aeronavale C—54 9148 on 13.1, USAF C—135s 24125 on 15.1 and 24126 on 13.1, KC—135 0—10317 on 19.1, RAF Britannias XL639 and XL658 on 1.2, USN P—3B 153444 of VP—19 on 20.1 and RAN MB326Hs N14—085 (coded 861) and N14—086 (coded 862) both seen on 21.1.

SYDNEY—Bankstown. Seen during a visit on 19.1 were Cessna 402As VH—UNE in Airfast colours and N4570Q being painted in Macair colours before being registered as VH—MKR, Aztec VH—COO still in Macair colours, Navajo B N7418L, Islander DO—FBO, Dove VH—DHK, Baron VH—ASW (ex Hicks) and the fuselage of Islander VH—RTK being slowly rebuilt. Snow Commander VH—AGT was seen minus min on 26.1 before being crated for delivery to New Zealand. Islander VH—ISC arrived back from lease to Airco and soon had these titles removed. New deliveries included Seneca N4266T on 28.1, Aztec N5822Y (now VH—ETJ) on 12.2, and Senecas N4358T on 27.3 and N4453T on 9.4 Fijian Baron DO—FBS was noted on 8.3.

CANBERRA. Seen during the 8.4 and 9.4 were DC—3 VH—MIN, Cessna 310P VH—DID, Tiger Moth VH—ULR, Fujis VH—FJI, FJU and FJX, Comanche 400 VH—PYU, Cherokee Sixes VH—PPY and PYO, Cherokees VH—AEN, PPZ and MBD,
ALBURY. Residents noted on 9.4 were Aero Commander VH—EXV marked Twin City Commander, Twin Comanches VH—DXA and SKL, Airtrucks VH—TRJ and WIZ of Hazair, Pawnees VH—MLR, MLS and MSK, Cropmaster VH—CSX, Tiger Moths VH—ARM and BSD, Beech F17D VH—ACU, Aéro Cadet VH—PRT, Super Ace VH—BEA, Auster J6G VH—KCD, Champion VH—PZA, Pil 100 VH—CXU, Debonair VH—DLQ, Bonanza VH—BBR, Tri-pacer VH—CXD, Comanche VH—CBX, Cereeke VH—BUN, Cessna 150s VH—KPG and DVD, Cessna 172s VH—DFK and STE, Cessna 177s VH—DZN and DZP, Cessna 180 VH—WSD, Cessna 182A VH—SNM, Cessna T210F VH—RDT and Agwagons VH—KQB and KVL. Interesting visitors have included Beech Queenair VH—FWG fitted with a nose probe on 27.1, and BMR Twin Otter VH—BMG and Tiger Moth VH—AUK both seen on 9.4

ARMIDALE. Seen on 17.1 were Fu—24s VH—CYM and EQR, Comanche VH—PAW, Cherokee VH—WAE and Cessna 172s VH—AAC, RBS and KWO.

BELMONT. During torrential rain on 18.1 Cessna 402 VH—MWE, Apache VH—RLB, Bonanza VH—FWY. Cherokee VH—ACR, MBH and WIL, Cherokee Arrows VH—CHC and PMF, Cessna 150s VH—KJP, KUJ, KXZ and RXZ, Cessna 177 VH—DZO, Cessna 182L VH—UCX, Cessna 207 VH—UBW and the fuselage of Stinson VH—ACZ were noted.

CAMDEN. Logged on 19.1 were Dragon VH—SNB, Tiger Moths VH—ALU, BNI, GWG and KNX, B.A. Eagle VH—ACN, Corby Starlet VH—CBS, Minicab VH—DCU, Norseman VH—GSG, Auster VH—BTY, SAH and TDR, Brantley B.2 VH—DUO, Apache VH—DBF, Champion VH—FBP, Cessna 150s VH—DLJ and KUL, Cessna 172s VH—CHA, DJG, PIP, RNB and WKA, Cessna 182A VH—REO and Victa 100 VH—GBS.

COONABABARABRAN. Present on 3.1 were the fuselage of Tiger Moth VH—DCW, Twin Comanche VH—ALT, Cessna 180 VH—CXG and Aero Commander 100 VH—MOC.

COOTAMUNDRA. Seen on 9.4 were Skysways Dove VH—WST, Masling Queenair VH—MWH, Skysways Cessna 310H VH—WRG, Masling Cessna 310 VH—AER, Airland's Ceres VH—WOT and Beaver VH—WOG, Bonanza VH—KKK and the wreckage of Ceres VH—WHY along with parts of the Queenair VH—SLB.

DUBBO. Comanches VH—PBH and PPJ, Cherokee VH—KIF, Cherokee Arrow VH—WDS and Cessna 150F VH—RGQ were the only inhabitants on 2.1

FORBES. Seen on the 2.1 were Super Cubs VH—PPH and WOO and Pawnee VH—GAV all glider towing and Auster J1 VH—AIK.

GLEN INNES. On 3.1 Beaver VH—IDO, Comanche VH—BJT and Cherokee VH—PYL were noted.

GOULBURN. Tiger Moth VH—PSD from Kyneton, V., painted red, orange and yellow was visiting on 19.1. Resident were Cessna 182B VH—UCW, Auster J5 VH—BYY and Cessna 150G VH—KUO.

INVERELL. Present on 3.1 were Twin Comanche VH—ALT, Cherokee Six VH—ICC, Comanches VH—GED and PAW, Cessna 172s VH—AAC, Cessna 182A VH—DCH and Victa 115 VH—FHP.

LISMORE. Logged on 4.1 were Cropmaster VH—TPN, Agwagon VH—KVJ both of Swiftair, Comanche VH—CDG, Victa 115 VH—BNV, Cessna 150s VH—PUM and RGS, Cessna 170 VH—ALZ, Cessna 172s VH—DGM and RLT and Cessna 177 VH—DZD.

MAITLAND. Tiger Moths VH—ASC, BBC and RNI, Auster J2 VH—PUK and Aztec VH—AVL shared the aerodrome with the RNAC fleet of Debonair VH—RNT, Cessna 150s VH—DVI, RNJ and RNY, Cessna 172s VH—EIU and PLT and Cessna 182M VH—EIA.

MOREE. Noted on 3.1 were Twin Comanche VH—DU1, Tiger Moth VH—CXV, Pawnee VH—DUO, Auster J1N VH—KCI, Victa 100 VH—MUH, Musketeer VH—DHG, Cessna 172s VH—BEA, RDP and RKQ and Cessna 182B VH—CX1.

NARRABRI. A visit on 3.1 revealed the following aircraft: Pawnees VH—CWP and PS, Agwagon VH—KVD, Mooney VH—ERL, Tiger Moth VH—BBC, Cherokees VH—CPW and IAY, Cherokee Arrow VH—TUT and Cessna 182s VH—DCH and DQQ.


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### AUSTRALIAN CIVIL AIRCRAFT REGISTER

#### CHANGE OF TYPE

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<td>0066</td>
<td>7 Feb 72</td>
<td>Converted to two-seat configuration.</td>
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<tr>
<td>KGE Cessna A188/A1</td>
<td>0248</td>
<td>21 Dec 71</td>
<td>Converted to two-seat configuration.</td>
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#### CHANGES OF OWNERS

- **DGF** Cessna A188/A2 (Serial Number 0066) changed ownership on 7 Feb 72. Converted to two-seat configuration.
- **KGE** Cessna A188/A1 (Serial Number 0248) changed ownership on 21 Dec 71. Converted to two-seat configuration.

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**.converted**

### Additional Information

- **H. W. Westaway**, Box 826, Cairns.
- **Ansett General Aviation**, Box 220, Bankstown, NSW.
- **Queensland Ambulance Transport Board** (Cairns Central), Box 826, Cairns, Q.
- **R.T. Goldsmith**, Box 328, Toowong, NSW.
- **Kosken Pharmaceuticals (Aust) Pty Ltd**, 15 Chilvers Rd, Thornleigh, NSW.
- **G.B. Crawford**, Birrings, Wallumbilla, NSW.
- **A. Phillips**, 10 Kennedy Ave, Wagga Wagga, NSW.
- **H. Harder**, 84 Barina Ave, Lake Heights, NSW.
- **Dayal Singh Construction Plant Hire** P/Ltd, 338 Armidale Rd, Tamworth, NSW.
- **Andado Pastoral Co. Pty Ltd** 134 Waymouth St, Adelaide, SA.

**Civil Flying Services (WA) Pty Ltd** Box 63, Applecross, WA.

**Missionary Aviation Fellowship** Box 52, Box Hill, V.

**P.C. Desailly, Woodhouse**, West, Dunkeld, V.

**Glencoe Aero Club Ltd Box 45, Gloucester, NSW**, Australian Helicopters P/Ltd, Airport, Parap Field, SA.

**F. A. Luke**, 76 Alto St, Wentworthville, NSW.

**RAAF Richmond Gliding Club, RAAF Base, Richmond, NSW.**

**V. Mason**, 35 Roseville St, Highgate Hill, Q.

**Hay Air Charter P/Ltd, Box 162, Hay, NSW.**

**Business Jets Pty Ltd, Building 204, Essendon Airport, V.**

**Hawker De Havilland (Aus) Pty Ltd, Box 90, Yagoona, NSW.**

**J.K. Callinan, 483 Willawong Rd, Caringbah, NSW.**

**Hazair Agricultural Services (Albury) Pty Ltd, Box 438, Albury**

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**Davey Air Services P/Ltd, Box 611, Dubbo, NSW.**

**R.S. Scrimgeour, Box 71, Norwood, SA.**

**E.A. Hansen Constructions P/Ltd, 21 The Promenade, Yennora, NSW.**

**Ansett General Aviation, Box 220, Bankstown, NSW.**

**Calspar Holdings P/Ltd, Box 207, Cessnock, NSW.**

**Helicopter Transport P/Ltd, Box 1492, Cairns, Q.**

**McNiven (Aviation) P/Ltd, 40 Boothby St, Kedron, Q.**

**Thrust Aircraft Flying Academy P/Ltd, Moorabbin Airport, Mentone, V.**

**K.L. Selwood, 115 Peisley St, Orange, NSW.**

**J.H. Bowden, 235 Bronte Rd, Waverley, NSW.**

**R. Bottok, Box 140, Mansfield, V.**

**Fowler Sales P/Ltd, Box 463, Mount Gambier, SA.**

**Osgood Investments P/Ltd, Box 1660, Darwin, NT.**

**N. H. Notley, Box 8, Camden, NSW.**

**Australian Aviation Co., Wrotham Park Station, Cairns, Q.**

**General Aviation Air Freighters P/Ltd, 33 Soldiers Rd, Jannali, NSW.**

**Macair Charters P/Ltd, Box 556, S.E., NSW.**

**Macair Charters P/Ltd, Box 556, Lae, PNG.**

**Burnett Airways P/Ltd, Box 527, Bundaberg, Q.**

**Patrick—Intermarine, 33 Alma Rd, Camberwell, V.**
PPD Piper PA28—235 10652 230971 Woodford & Dickenson, 16 Randell Crt, Belair, SA.
PPH Piper PA18—150 8470 050671 Narrogin Flying Club (Inc.), Box 79, Narrogin, WA.
PPM Piper PA28—140 22817 201071 Southern Cross Gliding Club P/Ltd, Box 117, Ryde, NSW.
PPM Piper PA28—140 22817 201071 B. S. Stillwell—CFS P/Ltd, Box 89, Cheltenham, V.
PPV Piper PA32—300 40233 290771 J. L. Ellis, 5 Heales St, Dromana, V.
PPV Piper PA32—300 40233 290771 Rossair P/Ltd, Airport, Parafield, SA.
POD Cesna 182H 66458 280971 R. H. Wall, 34 Hughes St, Wallaroo, SA.
POD Cesna 182H 66458 280971 R. K. Fuller, Box 135, Port Lincoln, SA.
PUE Piper PA28—160 160 120871 R. J. C. Dark, Box 329, Stanthorpe, Q.
PVE Piper PA25—235 4454 211071 Pastoral Aviation P/Ltd, 302 Lygon St, Carlton, V.

 PWI Piper PA32—300 40289 240971 United Air Services P/Ltd, 55 Ridge St, South Perth, WA.
 PXH Piper PA28—170 30072 071071 R. N. Davy, 35 Leonard St, Wodonga, V.
 PXK Piper PA44—180 4185 020571 Ansett General Aviation, Box 220, Bankstown, NSW.
 PXK Piper PA28—180 4185 020571 J. K. Sommerkamp, 83 Burbridge Rd, Brooklyn Park, SA.
 PYZ Piper PA28—235 10632 300971 C. J. Bury, Box 264, Walkerie, SA.
 RDV Cesna 182G 55183 290971 Rex Aviation Ltd, Box 51, Bankstown, NSW.
 RKB Cesna 182 29559 100971 Rossair P/Ltd, Airport, Parafield, SA.
 REB Cesna 172 32581 203971 Helicopter Exploration P/Ltd, 268 Pier St, Perth, WA.
 RER Cesna 180 19204 141071 W. L. Tindall, Antrim, Hughenden, Q.
 RFI Cesna 182B 51944 141071 T. Hake, Box 292, Manjimup, WA.
 RGL Cesna 210 57463 280971 J. K. Bazzo, Red St, Pomona, Q.
 RGP Cesna 150F 61573 170871 Australian Presbyterian Board of Missions, Box 100, Sydney, NSW.
 RGU Cesna 172K 59147 200971 West Coast Air Taxis P/Ltd, 46 Tweeddale Rd, Applecross, WA.
 RHC Cesna 182D 53096 281071 Ansett General Aviation, Box 220, Bankstown, NSW.
 RHL Cesna 182D 53123 040971 W. E. Wayne, 55 High St, Hastings, V.
 RHL Cesna 182A 69 020571 Davey Air Services P/Ltd, Hangar 14, Airport, Dubbo, NSW.
 RB Cesna 172C 49271 281071 R. A. Johnson, 193 Beenleigh Rd, Sunnybank, Q.
 RKA Auster IIIIF 531 010971 E. J. Tudor, Sunnyvale Rd, Scarborough, Q.
 RKY Cesna 172D 49699 280771 R. G. Ruwoldt, 7 Brolgan Rd, Parkes, NSW.
 RLG Cesna 182C 52728 100971 Schutt Airfarmers P/Ltd, Box 63, Cheltenham, V.
 RLN Cesna 172G 54117 200971 F. J. Ford, 19 Levin St, Shepperton, V.
 RLN Cesna 172X 54117 309071 Southbank P/Ltd, Aerodrome, Albinon Park, NSW.
 RNX Victa 115 129 290671 W. F. Suhr, 51 Beulea Hill Rd, Mornington, V.
 RNY Cesna 150B 59499 251071 D. Mitchell, Ramworst, Morpeth, NSW.
 ROL Cesna 150F 62354 130971 B. S. Stillwell — CFS P/Ltd, 142 Cotham Rd, Kew, V.
 ROP Cesna 182E 54173 270871 Osgood Investments P/Ltd, Box 1680, Darwin, NT.
 RPG Cesna 177B 01552 110871 Rossair P/Ltd, Airport, Parafield, SA.
 RPJ Cesna 172G 53512 190871 Rex Aviation (Qld) P/Ltd, Box 17, Archerfield, Q.
 RPK Cesna 182J 56696 202971 B. A. Wootten P/Ltd, Box 884, Rockhampton, Q.
 RPS Cesna 182J 56696 270871 B. A. Wootten P/Ltd, Box 670, Mareeba, Q.
 RPU Cesna P206A 0186 190471 Mud Ginberi Station P/Ltd, Box 490, Darwin, NT.
 RRA Douglas DC—3C/STC3G 11152 071071 CSIRO Division of Atmospheric Physics, Viminera Rd, Epping, NSW.
 RRF Piper PA28—135 11152 290971 A. Lanard, Railway Pde, Allawah, NSW.
 RSA Piper PA28—160 209 240871 R. H. Backinsale, Box 1083, Adelaide, SA.
 RTE Cesna 182F 54661 250871 Dr J. Carey, Box 146, Morawa, WA.
 RTH Piper PA24—250 2772 211071 W. F. Suhr, 51 Beulea Hill Rd, Mornington, V.
 RUM Beech 95—C55 10216 240971 Aerial Tours P/Ltd, Box 1179, Boroko, PNG.
 RVM Piper PA28—140 22387 150971 W. L. Lewington, 10 Head St, Elwood, V.
 RXI Cesna 150G 65183 050871 Schutt Airfarmers P/Ltd, Box 83, Cheltenham, V.
 RXK Cesna 150G 65183 050871 L. Carrick, 49A Comer St, East Brighton, V.
 RXQ Cesna 150G 65197 016717 Southbank P/Ltd, Aerodrome, Albinon Park, NSW.
 RXS Cesna 150G 66542 308071 West Development Corporation, Barker St, Broome, WA.
 RYE Cesna 150C 50770 181071 T. O’Brien, Box 51, Corowa, NSW.
 RZF Cesna 402A 0073 220971 South Australia & Territory Air Services P/Ltd, Airport, Adelaide, SA.

 RZL Cesna 150G 64555 230971 J. Smith, 28 Bishopsgate St, Wickham, NSW.
 RZN Cesna 150G 66543 190571 Humphreys Car Sales P/Ltd, 64 Wongara St, Clayfield, Q.
 RZT Cesna 414 0068 141071 Australian Agricultural Co. 82 Brisbane St, Tamworth, NSW.
 SMI Piper PA31—310 676 270971 Osgood Investments P/Ltd, Box 1680, Darwin, NT.
 SAV SIAI Marchetti F.N.333 0101 100971 Piper Investments P/Ltd, 33 Macquarie Place, Sydney, NSW.
 SCC Percival Proctor 3 041171 F. Coomyn, Yetholme, NSW.
 SEB Auster V 1916 031171 Airserve Albury P/Ltd, Box 564, Albury, NSW.
 SFA Cesna 172D 50120 260477 Sydney Flying Group, 53 Johnstone St,Peakhurst, NSW.
 SJG Bristol 170/21/A1 12799 130871 Air Express Ltd, Box 5, Archerfield, Q.
 SHG Bristol 170/21/A1 12807 160871 Air Express Ltd, Box 5, Archerfield, Q.
 SKG Bell 47G—38—2 6782 270871 Helicopter Exploration, 268 Pier St, Perth, WA.
 SKL Piper PA30—160 468 210971 L. K. Smith P/Ltd, Box 44, Mt. Waverley, V.
 STE Cesna 172D 50127 140771 J. S. Kuhn, 358 Cheynne Ave, East Leaging, NSW.
 STP Cesna 182A 0277 050871 Macair Charters P/Ltd, Box 565, Lae, PNG.
 STR Piper PA26—135 23248 140971 Schutt Airfarmers P/Ltd, Box 83, Cheltenham, V.
 TAT Piper PA32—260 318 271270 Stradbrooke Gardens Air Charter P/Ltd, 247 Adelaide St, Brisbane, Q.
 TDE Cesna 172E 51768 220971 Mack Bros Plant Hire P/Ltd, Box 351, Mt. Isa, Q.

CHANGE OF OWNERS
Piaggio P.136L2 CR-TAM c/n 243 ex VR-HFP at Essendon Airport, V., on April 21, 1972.

M. Madden

Lockheed L.188A Electra N188LA ex VH-TLA at Melbourne Airport, V., on March 27, 1972, prior to delivery to Concare Aircraft Leasing in USA.

M. Madden

De Havilland DH 115 Vampire N11921 at Wickenburg, USA, on February 19, 1972. The colour scheme is white with light and dark blue trim. This is one of a number of former Australian aircraft now registered in America.

J. P. Stewart
This photograph, by R.J.Fripp, won Category C (Most Historical) in the Society's Victorian Branch 1971 Photographic Competition and received special mention from the judges. Titled "W.F.S.", it shows three Australian National Airways Pty. Ltd. Douglas DC—2s in the graveyard at Essendon Airport, V., about 1948. From front to rear the aircraft are VH—USY Bungana, VH—UXJ Loongana and VH—UYB Pengana.