

THE GALLIPOLI GAZETTE

OFFICIAL ORGAN OF THE GALLIPOLI MEMORIAL CLUB LTD

WW1 Airmen founded Australia's Airline Industry

The ending of World War One saw a lot of young Australian pilots facing a return to their pre-war existence after the exciting and dangerous lives they survived during the war years.

Those pilots that survived the war were lucky, due to the short life expectancy, measured in days, of the pilots and the spotters who sat in the second seat to gather intelligence on the enemy to be passed on to the military leaders. Reading the biographies of these men showed many did not settle easily afterwards into civilian life and marriage.

Many of the notable pilots took advantage of cheap, military surplus aircraft on sale after the war ended and earned a living by selling joy rides at country shows. From there many began airlines, but not all had the necessary business skills, especially when the Depression hit.

Sir Charles Kingsford Smith & Charles Ulm

Brisbane born Charles Edward Kingsford Smith (1897-1935), enlisted in the Australian Imperial Force in 1915 and served as a sapper on Gallipoli and as a dispatch rider in Egypt and France. In October 1916, he transferred to the Australian Flying Corps. After training in England, he was appointed as a flying officer in May 1917.

After being shot down in August, Kingsford Smith was awarded the Military Cross 'for conspicuous gallantry and devotion to duty' as he had brought down four machines during his first month at the front and done valuable work in attacking ground targets and hostile balloons.



After promotion to Lieutenant in April 1918 he served as a Royal Flying Corp flying instructor.

'Inadequate navigational experience' prevented him participating in the 1919 England to Australia air race, so Kingsford-Smith and his friend Cyril Maddocks piloted joy-flights in England as *Kingsford Smith Maddocks Aeros Ltd*. He then moved to the USA, but failed to attract sponsors for a proposed trans-Pacific flight so was briefly a stunt flier in a flying circus. Returning to Australia, he joined the Sydney based joy-rider, the Diggers' Aviation Co., and then became a pilot for Norman Brearley's Western Australian Airways Ltd (see page 14). In 1923 at the Western Australian gold mining town of Marble Bar, he married Thelma Eileen Hope Corboy.

Realising the great potential for air transport in Australia, Kingsford Smith formed the Gascoyne Transport Co with fellow pilot Keith Anderson and bought two Bristol Tourers.

In 1927 they returned to Sydney to operate with Charles Ulm as Interstate Flying Services. After tendering unsuccessfully for an Adelaide-Perth mail service, the partners launched a series of important demonstration flights. On the first of these in June 1927 Kingsford Smith and Ulm completed a round-Australia circuit in 10 days, 5 hours, a notable achievement with minimal navigational aids.

Charles Thomas Philippe Ulm (1898-1934), was born in Melbourne but the family later moved to Mosman, Sydney. In September 1914, aged 15 but 183 cms tall, he enlisted as 'Charles Jackson' and was among the first troops to land at Gallipoli on April 25, 1915. Wounded in action, he was returned to Australia and, as a minor, discharged from the A.I.F. at his parents' request. In January 1917 he re-enlisted under his own name. While serving on the Western Front, in July 1918 he was badly wounded and evacuated to Britain before being demobilized in March 1919.

A successful English investment gave him \$6000 when aged only 20, so he invested in some unsuccessful aircraft companies. On November 20, he married Isabel Amy Winter. Reckless and restless, Ulm probably went to Western Australia.

Having divorced his wife in 1927 and been granted custody of their son, he married Mary Josephine Callaghan in June 1927.

Kingsford Smith and Ulm sought support from business investors for a trans-Pacific flight and obtained a grant of £9000 from the New South Wales government as well as backing from retailer, Sidney Meyer and others.

In a three-engine Fokker plane, the *Southern Cross*, the two Australians and two American crewmen took off from Oakland, California, on May 31, 1928 and flew via Hawaii and Suva to Brisbane to complete the historic, first trans-Pacific flight in 83 hours, 38 minutes, of flying time.

In August, Kingsford Smith flew the *Southern Cross* non-stop from Point Cook, Victoria, to Perth. In the following month, with Ulm and an Australian crew, he piloted the plane from Sydney to Christchurch, New Zealand, demonstrating the feasibility of regular passenger and mail services across the Tasman Sea. Then they flew the *Southern Cross* to England to order four aircraft to begin an inter-capital Australian air service.

Unfortunately they were lost for thirteen days after *Southern Cross* was forced to land near the desolate north-west Australian coast. During the massive search, Keith Anderson, a former colleague, died. Although Ulm had previously made suggestive remarks, the rumour that he had arranged the incident to obtain publicity was not substantiated by the Air Inquiry Committee. The pair flew on to London when the flight was resumed on June 25, completing the flight in the record time of 12 days, 18 hours.



The Southern Cross landing in Brisbane, 1928

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Editorial.....

This edition focusses on the intrepid men who founded the Australia airline industry. Most of them were pilots who flew in World War One. At the time, they were leaders in the fledgling world of the aviation industry as pilots, airline managers and aeronautical engineers. Most were household names at the time due to their spectacular exploits, including astounding aerial displays at open spaces on the edge of capital cities and at country shows. Sadly, several of them died in tragic circumstances with some bodies never recovered.

Patrick O'Neil, British tank commander turned Australian journalist, again gives us an insight to

the ongoing Ukrainian conflict. He focuses on the role of the tank in this war and also into the complex politics of countries supplying equipment to the Ukrainians.

As it is the Autumn edition, we again carry the announcement of the Gallipoli Art Prize. The event will be staged again in The Rocks area of Sydney as we await the completion of our Club premises.

Our President, John Robertson, updates us on the progress of the building work in his Report.

I hope as many members as possible will attend the announcement of the Gallipoli Art Prize, or visit the Art Exhibition, and also attend the Annual General Meeting (*see below*).

THE GALLIPOLI MEMORIAL CLUB LIMITED NOTICE OF ANNUAL GENERAL MEETING

**To be held on Thursday 20 April 2023 at the Commercial Travellers Club,
Level 2, Cnr Martin Place & Castlereagh St, Sydney at 11am.**

THE GALLIPOLI MEMORIAL CLUB LIMITED

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Club Ph: 9235 1533

Email: info@gallipoli.com.au

www.gallipoli.com.au

Gallipoli Art Prize 2023

The competition for the 18th Gallipoli Art Prize is underway.

The *Gallipoli Art Prize* Organising Committee annually invites any eligible artist to submit a painting for the Gallipoli Art Prize, which is administered by the Gallipoli Memorial Club Limited (the “Club”). Prize money of **\$20,000** is awarded to the artist of the winning entry subject to the conditions (see below).

Entries close 4pm, Wednesday March 15, 2023.

It is an acquisitive competition and the work and its copyright will become and remain the property of the Gallipoli Memorial Club Museum Fund.

The artwork does not need to reflect warfare or the Gallipoli conflict but the Art Prize will be awarded to the artist who best depicts the spirit of the Gallipoli Campaign as expressed in the Club’s “Creed” (see box below).

Each competitor must either have been born in Australia, New Zealand or Turkey or hold Australian,

New Zealand or Turkish citizenship. A competitor may, at their expense, submit one piece of original work produced in either oil, acrylic, water-colour or mixed.

The submitted work must be original work and not have previously entered in this or any other competition.

SIZE: The entry is not to exceed in size four square metres and not be smaller than 38 cm by 30 cm. It should preferably be produced on canvas or similar material. Wet paintings will not be accepted.

The Gallipoli Club Creed

*We believe that within the community there exists an obligation for all to preserve the special qualities of **loyalty, respect, love of country, courage and comradeship** which were personified by the heroes of the Gallipoli Campaign and bequeathed to all humanity as a foundation for perpetual peace and universal freedom.*

DELIVERY: The entry must be delivered at the competitor’s expense to:
The Gallipoli Art Prize Organizing Committee,
International Convention Centre (ICC), Loading Dock,
14 Darling Drive, Darling Harbour, Sydney 2000,
between 10.00 am and 4.00 PM on Sunday-
Wednesday, March 12-15, 2023.

The entry form includes a statutory declaration which should accompany the work submitted together with a non-refundable handling fee of \$20.00 (inclusive of GST).

Each entry may submit a description or statement which must be 200 words or less. If selected as a finalist, your statement will accompany your work

put to public exhibition and be incorporated as part of the art prize catalogue. To facilitate ease of publication your written statement (preferably typed in Word) can be emailed to: info@gallipoli.com.au. The work must carry on the back the artist’s name, address, and “title” of the work.

For the full conditions please see the Gallipoli Art Prize web site.

EXHIBITION: It is intended that a maximum of 40 finalists’ works will participate in a public exhibition from Thursday, April 20 to Monday, May 15, 2023 from 10am to 4pm.

Exhibition will open, and winners announced on April 19, 12 Noon at 6-8 Atherden St, The Rocks, Sydney (Opposite The Tea Cosy Cafe).

Previous winners

Winner 2022: "Along the ride to Damascus" by Deirdre Bean

Winner 2021: "Forgotten Heroes" by Geoff Harvey

Winner 2020: "Breathe" by Alison Mackay

Winner 2019: "War Pigeon Diaries" by Martin King

Winner 2018: "Mont St Quentin" Steve Lopes

Winner 2017: "The Sphinx, Perpetual Peace" Amanda Penrose Hart

Winner 2016: "Yeah, Mate" Jiawei Shen with his painting

Winner 2015: "Boy Soldiers" by Sally Robinson.

Winner 2014: "Gallipoli evening 2013" by Idris Murphy.

Winner 2013: "Dog in a Gas Mask" by Peter Wegner.

Winner 2012: "Trench Interment" by Geoff Harvey.

Winner 2011: "Sacrifice" by Hadyn Wilson.

Winner 2010: "The dead march here today" by Raymond Arnold.

Winner 2009: "Smoke/PinkLandscape/Shovel" by Euan Macleod.

Winner 2008: "Max Carment, War Veteran (The last portrait)" by Tom Carment.

Winner 2007: "Glorus Fallen" by Lianne Gough.

Winner 2006: "Ataturk's Legacy" by Margaret Hadfield.



Last year's winner, Deirdre Bean, who is represented by Stella Downer Fine Art, celebrates her win with Stella Downer after the announcement by the President, John Robertson



"Lest we Forget" (4 seasons), by Geoff Harvey - Highly Commended 2022

President's Report

Again no positive news on the redevelopment front I'm afraid. We are still pushing ahead and the Building Committee believe that we are indeed making progress. We have lodged a pre-DA with the City of Sydney Council, which should hasten the process once we actually own the museum space.

We have exchanged contracts on our former Pitt Street Office and expect to settle in March.

We continue to be active within the Strata Management Committee for the Quay Quarter.

The 2023 Gallipoli Art Competition is moving forward. We have a new venue again this year, 6-8 Atherden St, The Rocks, (Talla Wo La Dah) just down the end of Playfair St from last year's exhibition. It is a combination of a 1985 building and an 1841 former Union Bond Store at 47 George Street. The official opening will be on Wednesday April 19 and will continue until May 14. I hope as many of you as possible can visit the exhibition during those times. For those who can't, we will again be having a virtual exhibition this year.

The Club's Annual General Meeting will be held on Thursday, April 20. I hope many of you can attend.

We continue to be active within the Gallipoli Scholarship Fund. We have not been advised of our scholarship recipient as yet. I will advise you when we know.

We have attended our first meeting of the Dawn Service Committee and were well received.

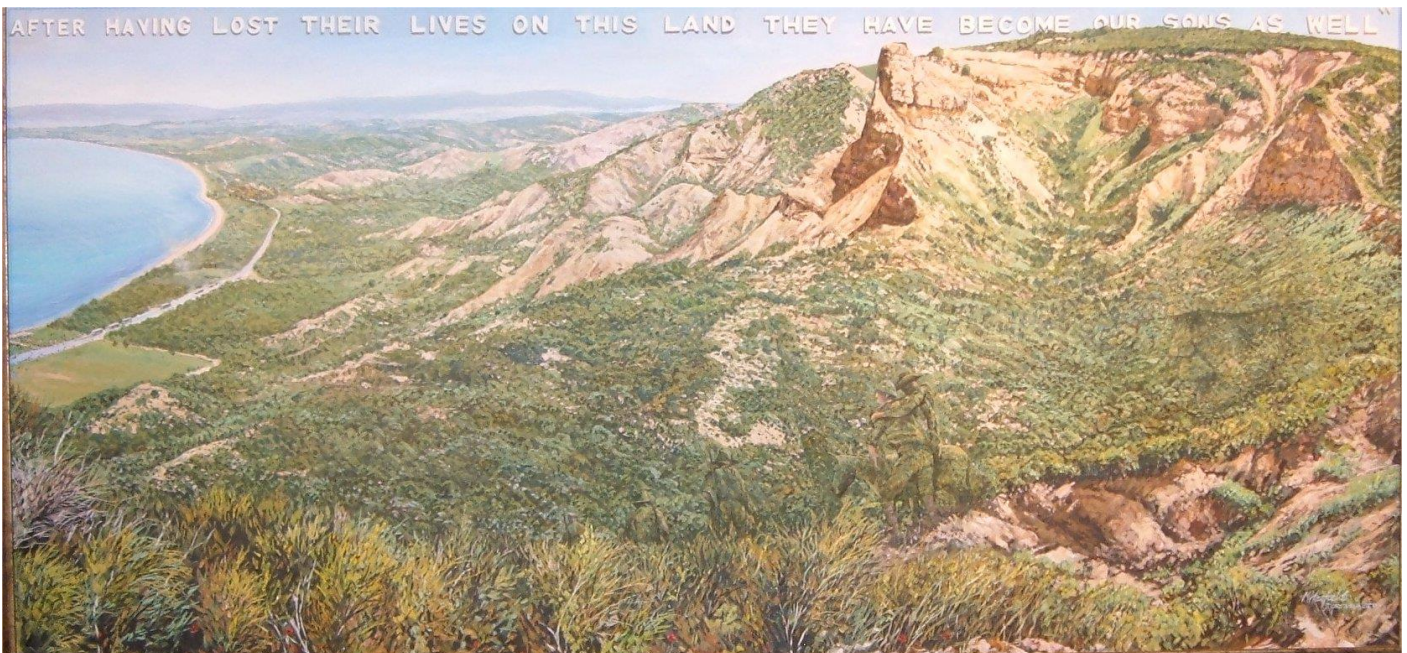
Regarding the recent earthquakes in Türkiye and Syria, on behalf of the Board of Directors and the Members of the Club I have sent our heartfelt condolences to the Consul General of the Republic, Mr. Ali Sevim. I assured him that our thoughts and prayers are with him, his family and our brothers and sisters in Türkiye. I have received an appreciative and grateful reply.

The Board continues to meet regularly via tele-conference and face to face where possible.

Keep safe, (there were still 47 people died of Covid in NSW last week!)

Keep well and keep smiling.

John Robertson
President



The original winner 2006: "Ataturk's Legacy" by Margaret Hadfield

Tanks for Ukraine

Patrick O'Neill continues his observations on the Russian invasion of Ukraine

On January 25 this year, Germany's Chancellor Olav Scholz finally stopped dithering and allowed 14 Leopard-2 battle tanks to be sent to Ukraine. He also agreed that other nations, such as Poland, can supply their German built Leopard tanks, releasing these nations from obligations to consult Germany before sending them. However, this was not before Poland threatened to disregard the obligation relating to use of Leopard tanks in conflicts. Many other European nations who had suffered under Soviet rule applied similar pressure. After all, they were the ones who hurt most during the cold war.

For months President Volodymr Zelenskyy had been pleading with the West to send him modern battle tanks. He was anxious to defeat Russia on the battlefield. In his view he needed modern assault weapons, and that meant tanks, but he ran into a wall of procrastination.

For Ukraine, time was running out. Russia was preparing a spring offensive, so he needed them 'now'. Ukraine had inherited Russian tanks from the USSR and with them all the infrastructure that entailed. Switching to NATO tank systems would be hard.

Having served as a young officer in the British Armoured Corps, I can confirm it takes months to give basic training to armoured fighting vehicle



The author, Patrick O'Neill, during his years with the British Army. He later joined the BBC and then migrated to Australia to join the ABC. He worked as a reporter for This Day Tonight and its successor current affairs programs.

crews. All tanks are complex, very maintenance-reliant and fuel-thirsty. Over the years they haven't got any less complex.

So what tanks may now be on offer to help Ukraine fight the Russians? On January 17, Britain was the first NATO nation to offer 14 new Challenger 2 Main Battle tanks to Ukraine. That offer seemed to shift the log-jam and the German Leopards would follow shortly afterwards.

However, 14 British Challengers barely makes a squadron, but they are amongst the most heavily armoured tanks in the world. They have fully-stabilised 120mm guns. The crews are protected

Challenger 2 tank

Crew: Four, one more than Ukrainian main battle tanks

Armour: Chobham/Dorchester, protects against direct hits

Weight: 75 tonnes, heavier than Russian equivalents

Main gun: Uses non-Nato standard ammunition



Source: BBC research, Getty Images

BBC

Leopard 2

Crew: Four, one more than Ukrainian main battle tanks

Armour: Multi-layered composite armour

Weight: 67 tonnes, heavier than Russian equivalents

Main gun: Requires 120mm Nato ammunition



Source: BBC research, Getty Images

BBC

By ‘Chobham’ ceramic laminated armour that claims it can stop most anti-tank (SABOT) armour penetrating rounds. They are diesel powered with a battle range of 250 Kms and a cross-country speed of 40 kms p/h – very good for a tank. Hopefully the Russian shells will bounce off them!

The Leopard 2’s are lighter tanks powered by turbo-diesel engines, but still well armoured and 14 Leopards also makes up a squadron. Not much you might think, but they are the battle tank of choice for most NATO armies. So Ukraine is likely to be given many more. They are also easy to use. The 120mm gun and fire system is supported by a stabiliser so smooth, that it fires with deadly



accuracy while on the move. Indeed, it can balance a glass of beer on the muzzle while driving cross-country at

speed, without spilling a drop! These Leopard 2’s have a battle range of 220 Kms and a speed of 70 Kms per hour. That’s fast for a tank!

More generous (finally) was the USA. America pledged 31 M1 Abrams Battle Tanks. It seems that foreknowledge of this is what shifted German Chancellor Olav Scholz to agree to supply Leopards, but the Abrams won’t arrive until May.

M1 Abrams

Crew: Four, one more than Ukrainian main battle tanks

Armour: Chobham, protects against direct hits

Weight: 67 tonnes, heavier than Russian equivalents

Engine: Gas turbine with higher fuel consumption than some alternatives



If you want to survive an anti-tank round, this is the best tank to be in. It too, is clad in composite, laminated armour and has seen battle in many parts of the world including the Gulf War, Iraq, and

Afghanistan. It is similarly armed and has heavy machine guns. Indeed, it’s a travelling arsenal, but it is thirsty. While it claims to be multi-fuelled, it has a Honeywell turbine engine which means it has more in common with a jet engine than a normal tank engine. This could mean supply issues for Ukraine. It’s cross-country range: 200 Kms. Speed: 40 Kms p/h. It’s slow, safe, but deadly.

Ukraine hopes it will get 321 modern NATO battle tanks, that are heavier, better armed, with thicker armour and can destroy Russian tanks while they are well out of range, which brings us to the T-72, the battle tanks of Russia and Ukraine.

T-72M1 tank

Key features: Soviet-era tank and one of the most common in Ukraine’s arsenal

Weight: 46 tonnes, lighter than Nato equivalents

Max speed: 37 mph (60 kmph), slower than most modern tanks

Main gun: Uses non-Nato standard ammunition



The first T-72 tanks went into production in the Soviet Union in 1969. Since then they have seen service on most of the world’s battlefields. Needless to say they are ‘old technology’, but have been modernised since. The Ukrainian Army started this war with 982 mostly T-72 & T-90 variants. In the Iraq

– Iran war, T-72s acquitted themselves well against M60 and British Chieftain tanks. Russia started with 3000 T-72s! The Dutch warfare



T-72 with reactive armour 'bricks'.

research group Oryx claims that after a year of fighting, Russia has lost more than 1,450 of them. Many were abandoned and as a result have made their way into the Ukrainian Army through capture. Indeed, it’s been said that through military incompetence, Russia has become Ukraine’s biggest arms supplier by default!

So, how out-of-date are these T-72s tanks which have served many armies for 50 years? The appearance of what looks like bricks attached to its hull, is a dead giveaway; a sign that the armour plating is out-of-date. These 'bricks' are called 'reactive armour', added to supplement their existing 'body' armour. They have an explosive charge inside, so that when a shell hits, the reactive 'bricks' counter-explode to deaden the blast. Crude perhaps – but thanks to this simple protective addition, many a Russian (and Ukrainian) tank crew has lived to fight another day.

But by far the biggest problem with the T-72s has been their internal storage of ammunition. With a crew of three, most ammunition loading has to be done through an automatic feed mechanism. To be near the gun loader, ammunition sits at the base of



Ammunition "cooking Off".

the tank below the turret - unscreened. This is where these tanks are so vulnerable. If the tank is hit the stored shells 'cook-off', with disastrous results.

The new NATO tanks have more secure ammunition storage. They also have more advanced armour, most of which is still top secret. The M1 Abrams tank uses a lamination of depleted Uranium between armoured steel, the densest metal known on earth. This is resistant to high velocity, hard tipped penetrating anti-tank shells. That together with advanced range finding and the ability to interact with drones, satellites and other surveillance assets, these NATO tanks are accurate tank killers operating well out of range of Russian guns.

So, if it is lucky, Ukraine might get 321 modern battle tanks from the west. But when? What concerns Volodymyr Zelenskyy is that Russia is re-arming. It is also trying to sort out its supply



Abram Tank diagram

problems. Also, he fears that Russia will use its new hi-tech T-14 'Armata' tank, which is yet to make its debut on the battlefield, but which could be a better match for the heavier NATO tanks.

So why has there been so much dithering about supplying modern tanks to Ukraine? Is it because of western disunity, or German self-doubt about WW2? Or does the west still quake in its shoes when Vladimir Putin mentions the 'N' word? There could be another reason: the reporting of the war as it unfolded last year and the affect it had on decision taking, may have put tanks in a bad light.

When Putin decided to invade Ukraine on February 24, 2022, most of the commanders didn't get the order until 24 hours beforehand. So those who had to do the fighting and dying, were the last to know and the least prepared. It was to be a lightning strike. Kyiv would fall in a week. The Ukrainian leadership would be 'liquidated' the country garrisoned, and of course 'de-nazified', at least that was the theory. As we now know, none of that happened!

During this disastrous 'intervention', one of the biggest military casualties of that assault was the reputation of tanks, particularly Russian tanks. But it was also the tank as a concept that became a casualty. It has all happened when military strategists have been debating if we actually need tanks anymore?

The reason so many Russian tanks were lost we were told, was because NATO supplied NLAW and Javelin anti-tank missiles to the brave Ukrainians, who ambushed the hapless tanks, destroying them. This was good news for Ukrainians but bad



T-14 "Armata" new Russian battle-tank

publicity for tanks in general. But it was only half the story.

Over half of all Russia's tank losses during the Russian invasion, occurred in the first 50 days – during the disastrous Kyiv campaign. Of the 1012 Russian tanks lost according to Oryx, 34% had been abandoned by their crews. Many of those marked 'destroyed', had already been abandoned, even though the Ukrainians chose to destroy them. Some were damaged but repaired, and later absorbed into the Ukrainian army. So to break down the figures further, it could be argued that 50% of Russian tank losses at that time, were due to being abandoned.

This tells a story of hopeless strategic planning; bungled combined tank and infantry operations, inadequate supply and poor morale. It does NOT tell a story of bad tanks – just bad use of tanks.

Tanks and infantry should work together. So where were the Russian infantry screens? As we now know the Russians were low in man-power at the time, with a critical shortage of non-commissioned officers. Many of the Infantry battalions that invaded Ukraine were only at a third or three quarters of normal strength.

We saw many sensational TV shots of tanks being hit by Javelin missiles. If those tanks had been properly screened by infantry, the cameramen would have been dead. Besides most Russian tanks were actually destroyed by Ukrainian artillery.

In the Donbas where Russia ran a more coherent campaign, there were fewer Russian tank losses. There were also reports of Russian tank crews surviving a direct strike. Ukraine also lost 244 tanks of which 128 were destroyed, and not only by anti-tank rockets either. But this sort of analysis was not known or widely distributed until recently.



A wrecked Russian tank

So, at about the time when Volodymr Zelenskyy started pleading for NATO tanks, world military circles were seriously questioning the future of tanks, which almost certainly affected the policy maker's thinking. Military figures and academics alike have long argued that the days of tanks are numbered. Like the armoured knights at Agincourt in the middle ages, they would eventually be picked off by smart archers with hi-tech arrows - like today's NLAWs or Javelin missiles. So intense was this debate that in 2011, the Dutch army actually got rid of its tank corps - though it quickly leased them back after Putin's 2014 invasion of Crimea!



President Volodymr Zelenskyy

Similar arguments raged here last year, when Australia announced the purchase of 75 Abrams tanks. Defence journalists and academics said we were mad. Or as one critic said: 'why do we need tanks? We're surrounded by f**king water'!

But this argument ignores a singular fact, which goes to the question about what wars are actually for. They are about taking and holding land. No amount of hi-tech whizz-bangery can do that; not fighter jets, not frigates, not sub-marines. Land can only be held or taken by men on the ground; defending it, fighting for it, or killing for it.



Destroyed Russian tanks in winter

And that's where tanks come in. Tanks provide firepower. The infantry take the land and protect the tank. The two must work together.

And that's what Volodymyr Zelenskyy wants. He wants to give his soldiers a fighting chance of

driving Putin from Ukraine so he can take possession of his land again. He's got the men. That's why he needs modern, western, battle tanks, amongst the finest fighting vehicles ever produced. But he needs them now.

Continued from page 2.

(WW1 Airmen founded Australia's Airline Industry)

Kingsford Smith's and Ulm's airline, Australian National Airways, (A.N.A.) began operations in January 1930 with Kingsford Smith piloting one of the new Avro Ten planes, the *Southern Cloud*, on the Sydney-Melbourne route.

Henceforth, Ulm devoted himself to managing their company A.N.A. while Kingsford Smith continued piloting.

Collecting his 'old bus', *Southern Cross*, from the Fokker Aircraft Co. in Holland where it had been overhauled, in June 1930 he flew from Ireland to Newfoundland, in 31½ hours. New York gave him a tumultuous welcome.

He returned to England to take delivery of an Avro Avian biplane, *Southern Cross Junior*. His solo flight to Darwin in October within ten days, beat four competitors who departed before him and breaking Hinkler's record time by 5½ days.

Kingsford Smith was now 34 and world famous. Divorced in May 1929, he married Mary Powell on December 10, 1930 in Melbourne. He had been made honorary Air Commodore in November, and the future of his airline appeared bright.

However, in March 1931 the A.N.A. plane *Southern Cloud*, flying from Sydney to Melbourne with pilot, co-pilot and six passengers, was lost in severe storms over the Snowy Mountains. There were no survivors and the wreckage was not discovered until 1958. Late in 1931, A.N.A. attempted to open

an Australia-England airmail service with a special Christmas airmail flight. Sadly, the plane, *Southern Sun*, crashed in Malaya.

After lengthy efforts to interest the Australian Government in subsidising a regular Australia-UK airmail service failed, A.N.A. went into voluntary liquidation in April 1933, and its remaining assets were sold off.

Ulm bought one of the remaining aeroplanes and renamed it *Faith in Australia*.

Eastern Air Transport Ltd took over the A.N.A. operations, adding Kingsford Smith to their Board of Directors. Services including a Sydney - Canberra run with one return trip Tuesday, Wednesday, Thursday and Saturday and two trips on Monday and Friday.

In 1932, when Kingsford Smith was knighted for services to aviation, he was almost back to where he had started, selling joy-flights at ten shillings a trip.

His attempts in 1933 to persuade the New Zealand government to give him a charter for passenger and mail services between Auckland and Singapore failed. In late 1933 he achieved a brilliant success, flying solo from London to Wyndham, Western Australia, in a Percival Gull, *Miss Southern Cross*, in a week. After this the Commonwealth Government granted him \$6000 and he was appointed aviation consultant to the Vacuum Oil Co.

With financial help from friends and sponsors, he bought a fast two-seater Lockheed Altair, named *Lady Southern Cross*. With Patrick Gordon Taylor, he flew it from Brisbane to San Francisco in October-November 1934 in order to sell it and reimburse sponsors. This west-east trans-Pacific flight was another first in aviation history.

In 1933 Ulm flew *Faith in Australia* to England with Taylor as navigator. After damaging the craft in Ireland, they had to cancel the projected around-the-world flight. Returning to Australia, they established a new record of 6 days, 17 hours and 56 minutes. In April 1934, Ulm flew the first official mail from Australia to New Zealand in *Faith in Australia*, completing the return trans-Tasman flight in 28 hours and 44 minutes flying time.

In August, Ulm carried the first official airmail from Australia to New Guinea and back.

Ulm hoped to establish a trans-Pacific service between Australia, Canada and the United States. In September, Ulm formed Great Pacific Airways Ltd and bought an Airspeed Envoy, *Stella Australis*, with long-range (6115 km) fuel tanks. On December 3, 1934, with a crew of two, Ulm flew from Oakland for Hawaii. *Stella Australis* failed to arrive. Despite an extensive sea search, no trace of the plane or crew was ever found.

In 1935 the trans-Tasman airmail service received Government approval. Kingsford Smith and Taylor inaugurated the service in May 1935 with a spectacular failure.

After flying for six hours, the heavily-laden aircraft had almost reached half-way when part of the centre engine's exhaust manifold broke off, severely damaging the starboard propeller. Kingsford-Smith closed down the vibrating starboard engine, applied full power to the other two, turned back to Australia and jettisoned the cargo. The oil pressure on the port engine began to fall alarmingly. The flight appeared doomed.

Taylor, climbing out of the cockpit, succeeded at great hazard in collecting enough oil from the sump of the dead motor in the casing of a Thermos flask to replenish the other. By jettisoning cargo, and then most of the mail-bags, Kingsford Smith nursed the plane back to Sydney.

Sadly, the *Lady Southern Cross* had not sold in the USA, so Kingsford Smith shipped it to England and headed over. From there, with Captain J. T. Pethybridge, he took off on November 6 1935, aiming to make one more record-breaking flight to Australia. The plane and both fliers were lost, believed crashed into the sea off Burma.

Sir (Patrick) Gordon Taylor



Patrick Gordon Taylor (1896-1966), known to many as "Bill" or "P.G.", was born at Mosman, Sydney.

Soon after leaving School, he was rejected by the Australian Flying Corps so travelled to Britain where he was commissioned in the Royal Flying Corps No.66 Squadron in August 1916 and flew Sopwith Pup scouts. He was awarded the Military Cross in July 1917, and promoted to Captain.

On returning to Australia in 1919 he flew as a private pilot with De Havilland, completed an engineering course and studied aerial navigation. From 1928-32 Taylor flew a Gipsy Moth seaplane from Sydney Harbour and, as mentioned before also flew as a captain with A.N.A. (1930-31) and was a second pilot and navigator in the *Southern Cross* on Kingsford Smith's 1933 and 1934 flights (Australia-New Zealand-Australia) and navigator aboard Charles Ulm's Avro Ten *Faith in Australia* for two flights in 1933 (Australia-England-Australia).

For his efforts in saving the *Southern Cross*, and Kingsford Smith, Taylor was awarded the Empire Gallantry Medal in 1937 (which was superseded by the George Cross when instituted in 1941).

From 1935 Taylor operated a succession of Percival Gull Four and Gull Six aircraft on private and charter flying. After visited Britain in 1938, he became agent for Percival Aircraft Ltd in Australia. His marriage on December 29, 1924 in St James's Anglican Church, Sydney, to Yolande Bede Dalley, quickly proved disastrous. They divorced in 1938 and soon after he married Eileen Joan Broadwood (d.1950).

He made the first flight across the Indian Ocean from Port Hedland, Western Australia, to Mombasa, Kenya, in the Consolidated flying-boat *Guba II* in June 1939.

Taylor ferried flying-boats from U.S.A. to Australia in 1941. In June 1943 he was commissioned as a Flying Officer in the Royal Australian Air Force, later transferring to the Royal Air Force in 1944 as a civilian captain. He ferried aircraft from Canada across the Atlantic Ocean. At his own request, he commanded the R.A.F. Catalina *Frigate Bird* in September-October 1944 on a pioneer Pacific Ocean survey flight from Bermuda to Mexico, Clipperton Island (south-west of Mexico), New Zealand and Sydney.

In March 1951 he flew across the South Pacific from Australia to Chile, via Tahiti and Easter Island, in the Catalina *Frigate Bird II*.

Taylor became a director of Trans Oceanic Airways Pty Ltd, and operated the Sandringham 7 flying-boat *Frigate Bird III* from Sydney on Pacific Island cruises in 1954-58.

He was knighted in 1954 and died in 1966.

Sir Norman Brearley

Norman Brearley (1890-1989), pioneer aviator, was born in Geelong, Victoria, and at 15 moved with his family to Western Australia where he studied mechanical and electrical engineering before developing an interest in flying. He sailed to England in April 1915 and was commissioned in the British army that October and chose its Royal Flying Corps, based in Norfolk.

He saw action over the Western Front by June next year, and was awarded the Military Cross for destroying a German observation balloon in September. Two months later he and another pilot attacked seven enemy aircraft. Shot down in *no man's land*, he crawled back to the British trenches with bullet wounds that perforated both lungs. For his 'courage and determination' he was awarded the Distinguished Service Order (1917).

Back in Perth on sick leave in 1917, Lieutenant Brearley married Violet Claremont Stubbs at Christ Church, Claremont. Determined to fly again he swam regularly to enhance lung capacity. On his return to England, Brearley became a flying school staff instructor with pupils including (Sir) Ross and (Sir) Keith Smith. Brearley ended the war as a Major.

He returned to Australia with two war-surplus Avro 504 aircraft and gave demonstrations and joyride flights over Perth. He was supported by parliamentarian and Kimberley grazier, Michael Durack, erecting a hangar below Durack's house in Adelaide Terrace. He used the Esplanade, on the banks of the Swan River, as a runway. On being awarded the contract in 1921 to provide an airmail service between Geraldton and Derby, he imported six Bristol Tourer biplanes formed Western Australian Airways Ltd (W.A.A.), Brearley and his four pilots, including Kingsford-Smith, began operating on December 5, 1921, but the inaugural flight crashed near the Murchison River killing the pilot and his mechanic. Blaming a lack of suitable emergency landing strips, he, and Durack, persuaded civil aviation authorities to upgrade airstrips.



By 1924 the service extended south to Perth, where he added a flying school to his operations in 1927. In 1928 W.A.A. won the Perth-Adelaide mail contract using a de Havilland 66 Hercules (which carried fourteen passengers), and Vickers aeroplane.

In 1934 WAA lost the north-west airmail contract to MacRobertson-Miller Aviation Co. Ltd. Two years later Brearly sold the company and the rights to the Perth-Adelaide route to Adelaide Airways (owned by Adelaide Steamship Ltd) which soon after merged with the Holyman operations in Tasmania to form the reincarnation of Australian National Airways Pty Ltd.

During WW2 he commanded pilot training schools. He died in 1989.

Victor and Sir Ivan Holyman



Victor Holyman, whose family ran the major Tasmanian shipping company, was born in Davenport in 1894 and trained as a pilot in Britain with the Royal Naval Air Service and the Royal Air Force. Demobbed back to Tasmania, he joined the family company, but in 1932 when Lawrence

Johnson started a new airline that threatened the company's monopoly on shipping to the Bass Strait islands, he convinced the family to buy three-passenger de Havilland 83 Fox Moths.

Victor commenced flights from Launceston to Flinders Island, under the banner Holyman Bros Pty Ltd in an aircraft named *Miss Currie* after the main town on King Island. Following amalgamation with Johnson, Tasman Aerial Services Pty Ltd was formed to fly passengers from Launceston to Melbourne. Johnson was bought out and Holyman Airways Pty Ltd was registered, with shipping lines, Huddart Parker Ltd and Union Steamship Co. Ltd as

partners. Winning a Commonwealth government contract, the company began a mail service to the mainland in October 1934.

On October 26, Victor and ten others were lost over Bass Strait in the recently acquired DH86, *Miss Hobart*.

Captain Holyman, as Ivan was commonly known, became the governing force of the airline and further merged the airline with Adelaide Airways and the Perth based West Australian Airways plus Airlines of Australia Ltd which held routes to Cape York, Queensland. Sydney traffic expanded and to match the new nationwide operations the new name, Australian National Airways Pty Ltd was registered in May 1936.



Absorption of W.A.A. enabled flights to Perth. With the purchase of a Douglas DC2 in 1936, he brought the first, modern, all-metal airliner to Australia, and he continued to upgrade his fleet with Douglas aircraft. He also introduced air hostesses to Australia (who were trained by Victor's widow, Hazel), free flight-meals and the automatic insurance of passengers. An enthusiastic pioneer of the Air Beef Scheme, which opened world markets to Kimberley pastoralists, he built up A.N.A.'s air-freight business to be the largest in the British Commonwealth.

Under Holyman's direction A.N.A. prospered. During World War II the company provided much support to the government and armed services. In 1945 the Chifley Labor government, applying its policy of acquisition of key industries, moved to nationalise all airlines.

Holyman fought this proposal through to the Privy Council, and won. The government's reaction was to establish a rival firm, Trans Australia Airlines, which competed for passengers and freight.

After Sir Ivan died in January 1957, the Board sold the company to Reginald Ansett for \$6.6 million with the new operator called Ansett-A.N.A.

Sir Hudson Fysh



Tasmanian born Wilmot Hudson Fysh (1895-1974) was born at Launceston, on January 7, 1895. He was a jackeroo and wool-classer before enlisting as a trooper in the 3rd Regiment of the 1st Australian Light Horse Brigade. He served in the Gallipoli, Egyptian and Palestinian campaigns. In 1916, he was commissioned as a Lieutenant in the brigade's machine-gun squadron before transferring to the Australian Flying Corps as an observer. His war service was in the observer's seat, winning the Distinguished Flying Cross, as he did not graduate as a scout pilot until February 1919.

On returning to Australia, Fysh, Paul McGinness, another ex-service airman, and engineer Arthur Baird planned to enter the Australian government's £10,000 prize contest for a flight from England to Australia. Sadly, their backer, wealthy grazier, Sir Samuel McCaughey, died before signing the cheque, so the group successfully bid for the Commonwealth Government tender to survey the Longreach - Darwin section of the air race route. Adelaide brothers, Ross and Keith Smith won the race and were knighted.

On November 16, 1920, Fysh and McGinness with western Queensland graziers Fergus McMaster, Ainslie Templeton and Alan Campbell formed the Queensland and Northern Territory Aerial Services Ltd (QANTAS), based at Winton. They owned an Avro Dyak aircraft and a former WW1 Royal Airforce reconnaissance plane and added two surplus war-disposal Armstrong Whitworth aircraft.

In February 1922 QANTAS, won the Federal Government's Charleville-Cloncurry passenger and mail contract.

Fysh became QANTAS managing Director in 1923, remaining a regular pilot until 1930 when the company moved its head office to Brisbane. He was also running flying schools in Longreach and Brisbane, had constructed seven of its own aircraft, operated Australia's first daily air-service (between Brisbane and Toowoomba in 1928-29) and succeeded in having the Charleville-Cloncurry route extended to Brisbane. In 1921 he had advised the Rev. John Flynn on the practicalities of a flying-doctor service and QANTAS piloted an ambulance airplane for the Australian Inland Mission (1928-47) to establish the Royal Flying Doctor Service.

In April 1931 Fysh flew the Brisbane-Darwin section of an experimental airmail service between Australia and England. In 1933, as a passenger in a British Imperial Airways plane, he made a survey of the route to Karachi and on January 18, 1934 QANTAS, in equal partnership with Imperial Airways, founded Qantas Empire Airways Ltd (Q.E.A.), with him as managing Director.

Q.E.A. secured the Australian government airmail contract between Australia and England.

Fysh's single-mindedness led to some bitter clashes. In 1934-35 his insistence on the use of the unreliable DH86 aircraft had caused a falling-out with the aviator, Gordon Taylor.

With the opening of the England-Australia flying boat service in 1938 headquarters were moved to Sydney. In 1940, Fysh was a founding director of Tasman Empire Airways Ltd (TEAL – which became Air New Zealand) which established the first air service to New Zealand.

During World War II Fysh, a squadron leader in the R.A.A.F. reserve, oversaw the use of QEA equipment and expertise against the Japanese. In 1943 the company ferried equipment and troops to New Guinea and evacuated casualties. In July that year QEA reopened the Middle East air route to England by flying via Perth and Ceylon. The trip to Ceylon took twenty-seven hours, the longest non-stop regular air service ever established.

In December 1946, the Australian Government acquired the original half-interest of Imperial Airways in QEA and next year became the company's sole owner.

Unlike his colleagues, Fysh accepted the inevitability of the government purchase. He conducted the negotiations, remained Managing Director and later became Chairman until 1966.

Fysh was knighted in 1953. He retired as Managing Director of QEA in 1955.

Fysh died on 6 April 1974 at Paddington, Sydney, survived by his wife, Elizabeth and a son and daughter.

Sir Ross & Sir Keith Smith



Adelaide born Keith Macpherson Smith (1890-1955) and Ross Macpherson Smith (1892-1922) were the sons of Scottish-born Andrew Bell Smith, manager of Mutaroo Station 100 kms south west of Broken Hill, and his wife Jessie Macpherson.

In 1910 Ross joined the Australian Mounted Cadets and was selected to tour Britain and the United States of America as a South Australian representative. He then joined the 10th Australian Regiment, the Adelaide Rifles.

In August 1914 he enlisted as a private in the 3rd Light Horse Regiment, Australian Imperial Force. Ross embarked for Egypt in October and landed on Gallipoli on May 13, 1915. He was commissioned Second Lieutenant in September.

In July 1917 he responded to a call for volunteers to join the Australian Flying Corps. On August 4 he

joined the No.1 Squadron, a general-purpose squadron flying a variety of aircraft in defence of the Suez Canal zone. Introduction of the Bristol Fighter made the squadron an important element of General (Lord) Allenby's 1918 offensive. Ross took part in the overwhelming air attacks on the Turkish armies in the Wady Fara. By the end of the war Ross had twice been decorated with the Military Cross and three times with the Distinguished Flying Cross. Later he was to add the Air Force Cross for non-operational flying. The first Military Cross was awarded while Ross, still an observer, landed in the face of the enemy to rescue a fellow officer who had been brought down. Bombing and photography and air to air combats brought the other operational awards.

By war end, Ross was a very experienced pilot of the twin-engine Handley Page O/400 bomber, flying it not only on bombing operations in Palestine but also on long photographic flights. Within days of the Armistice, he co-piloted this craft in a pioneer two-week flight from Cairo to Calcutta. A tentative attempt was made from Calcutta to survey by sea an aerial route through to Australia, but this was abandoned at Timor. This experience would benefit him in the successful attempt, one year later with his brother, to fly from England to Australia within thirty days.

Older brother, Keith was rejected for service with the A.I.F. on medical grounds but underwent medical treatment and paid his own passage to England to enlist in the Royal Flying Corps. Accepted in July 1917 into the Officer Cadet Wing, he was posted in November to No. 58 Squadron, a newly formed bomber unit which left for France in January 1918. But he did not see active service, being appointed a gunnery instructor until demobbed in November 1919.

In a Vickers Vimy (a type similar to the O/400 bomber), supplied by the manufacturer, Ross, with Keith as assistant pilot and navigator, plus two Australian Sergeant Mechanics who had flown with Ross on the survey trips, Walter Henry Shiers (1889-1968) and James Mallett Bennett (1894-1922), flew out of Hounslow, England, on November 12, 1919. On December 10 they landed in Darwin. Both Ross and Keith were immediately

knighted; the mechanics, were commissioned and awarded Bars to their Air Force Medals, and the £10,000 prize money was divided into four equal shares.

Their next proposal, to fly round the world in a Vickers Viking amphibian, ended in disaster with Ross Smith and Lt Bennett killed.

Sir Keith was appointed Australian agent for Vickers and retained the connexion with this British company until his death. Despite Smith's efforts between the wars, however, Vickers took little interest in the small Australian market until the arrival of the Viscount aircraft in 1954.

Sir Keith was a leading Australian spokesman on aviation matters for the rest of his life and travelled extensively on Vickers' behalf, serving as vice-president of British Commonwealth Pacific Airlines, and a director of Qantas, Tasman Airways and several Vickers subsidiaries in Australia.

In World War II he was vice-chairman of the Royal Australian Air Force Recruiting Drive Committee. He died childless in Sydney on December 19, 1955 and was buried near his brother and parents in Adelaide.

Herbert Joseph Larkin



(1894-1972), aviator and aircraft manufacturer, was born on 8 October 1894 at South Brisbane.

About 1901 the family moved to Melbourne where

Larkin's father (d.1944) was appointed manager of the new Commonwealth Shipping Line in 1916; in 1923-26 he was chairman of the Commonwealth Shipping Board.

'Jimmy' Larkin, educated at St Thomas's Grammar School, Melbourne, worked as a junior clerk for the Union Steam Ship Co. In August 1914 he enlisted in the Australian Imperial Force as a Corporal, 1st Signal Corps, Royal Australian Engineers. He was signals clerk to Generals Monash and Chauvel in Egypt and on Gallipoli before being wounded in September 1915 and invalided to England. In April 1916 he transferred to the Royal Flying Corps as temporary second lieutenant and, promoted captain, was posted to No.5 Squadron in France where in March 1917 for 'conspicuously valuable photography and reconnaissance work in connection with the German retreat from Bapaume' he earned the *Croix de Guerre avec palme*. After a period in England as instructor he joined No.87 Squadron and, returning to France in 1918, brought down eleven enemy aircraft and was awarded the Distinguished Flying Cross.

After the war Larkin, with his brother Reg and other members of 87 Squadron, formed a Sopwith & Engineering Co. Ltd agency, the Larkin Sopwith Aviation Co. of Australia Ltd. He arrived in Melbourne in July 1919 with his wife Vera Grace Doman, whom he had married in St Saviour's Church, London, on March 15, and concentrated initially on giving 'educational flights' in a Sopwith Dove and on the manufacture of petrol storage systems at his Glenhuntly workshop. In October he claimed the first night flight in Australia when he piloted the Dove over the Henley Regatta. In 1920, he organized Victoria's first aerial Derby. Next year when Sopwith went into liquidation he continued as Larkin Aircraft Supply Co. Pty Ltd (LASCO).

In its heyday LASCO had over 100 employees. In 1925 it produced an Avro 405K and from its Coode Island factory, established in 1927, there later emerged the Lascoter (1929), probably the first Australian all-metal aircraft, and the three-engine Lasconder (1933), both designed by W. S. Shackleton. The company manufactured gliders (the Australian-designed Lark in 1931), several DH 9A and DH 50A type aircraft and in 1932-33 thirty-two DH Moths. In 1931 a flying school was opened. The Depression, however, was crippling.

Larkin was severely tried over his airline operations. In December 1921 he had won the government airmail contract between Sydney and Adelaide. However, difficulties in raising money and finding suitable aircraft led him into partnership with F. L. Roberts, the successful contractor for the Sydney-Brisbane service. The resulting Australian Aerial Services Ltd began the Adelaide-Sydney run in June 1924 but the Sydney-Brisbane operation was stillborn. In February 1930 Larkin founded the unsubsidized Murray Valley Aerial Services Ltd and in March also commenced a run between Melbourne and Adelaide. But, in comparison with Qantas and Western Australian Airlines, Larkin's operations did not prosper and his subsidies for the southern mail services were withdrawn in June, leaving him with only the isolated and unprofitable Camooweal (Queensland)-Daly Waters (Northern Territory) service for which he had undercut Qantas in 1928.

The intense competition between the airline companies exacerbated his tactless, impatient temperament. His complaints against the civil aviation authorities erupted in headlines in February 1929 when he accused the former Secretary for Defence of seeking bribes. The subsequent inquiry held the charges unfounded.

He lost a further court case against Western Mining Corporation in 1934 and his airline was liquidated with his companies' assets sold to New England Airways, later incorporated into Airlines of Australia, for whom he was traffic manager before leaving for Europe in 1937.

Larkin served with the American forces during World War II. Little is known of his subsequent career in Germany, Switzerland and France. He died in 1972.

Nigel Love-founder of Sydney airport

Nigel Borland Love (1892-1979), was the founder of Sydney Airport. Born in Kurrajong, he joined his father's importing business, Plummer Love & Co. which sent him to Britain in 1912-13.

In June 1915 he enlisted in the Australian Imperial Force, joining its flying school at Richmond. In January 1917 he embarked for Britain becoming a Lieutenant Pilot in January 1918, flying the two-

seat reconnaissance bi-plane, the RE8, that was designed and produced at Britain's Royal Aircraft Factory.

Love was engaged in artillery co-operation and reconnaissance for six months before becoming an instructor with No.7 Training Squadron. He also ferried aircraft to battle fields.

Love and another Australian airman W. J. Warneford joined H. E. Broadsmith, chief designer for the aircraft manufacturers A. V. Roe & Co. Ltd, who had secured the Australian agency of the company's AVRO aircraft.

On returning to Sydney in June 1919, the trio set up the Australian Aircraft & Engineering Co. Ltd (AA&E) with a capital of \$100,000 and the intention of building aircraft in Australia.

Love searched for a suitable airfield and, after inspecting numerous sites, leased a grazing paddock near Cooks River at Mascot, which proved ideal.

AA&E began flying operations at "Sydney Airport" in January 1919 after the delivery of 20 AVRO 504K aircraft on the ship *SS Commonwealth*. Later they assembled Broadsmith *B.1* six-seater biplanes. Sadly, they went broke in 1922 part-way through building six 504Ks for the RAAF. The company was liquidated in March 1923 and later the Commonwealth resumed the airfield which is now *Sydney Kingsford Smith Airport*.



Love then joined his father-in-law's business, Edwin Davey Flour Milling, eventually becoming Managing Director. He set up N.B. Love flour milling and later expanded into bread making and stockfeed. The company was acquired by the UK based George Weston Foods (Tip Top Bread). Love died in Killara in 1979.

In August 1941, Love was appointed Wing Commander in the Air Training Corps for boys between 16 and 18. From 1945 to 1946 he was President of the state branch of the Air Force Association.

Horrie Miller



Horatio Clive Miller (1893-1980) was born at Ballarat. He was apprenticed at Sunshine Harvester Works and then joined the Tarrant Moror Company where he met Harry Hawker, Harry Kauper and Harry Busteed who were to become significant early figures in Australian aviation.

In 1911 the three Harries went to England, hoping to break into aviation. Miller, with a friend Bob Cousins, followed in 1913. Hawker and Kauper were working at Sopwith Aviation Co.'s works. Miller and Cousins joined them there. As a mechanic Miller learned to fly and won a reputation for his knowledge of aerodynamics.

When World War I started Miller returned to Australia to join the Australian Flying Corps. While finalising his enlistment, Miller built his first

aircraft which he flew in South Australia. Miller was part of the first flying unit to go to England in 1916, training as a fighter pilot and seeing action in France. Ill health forced him to return to Australia to become a test pilot at Point Cook, Victoria.

At war's end, he returned to aircraft mechanics in Adelaide with the Department of Defence and engaged in aerobatic displays to encourage people to donate to government Peace Loans.

In 1920 he left the department to take delivery of an Armstrong Whitworth war disposal aircraft and, with Arthur Kennedy, formed the Commercial Aviation Co. This partnership was dissolved in 1922 and Miller sold the Armstrong Whitworth to Fysh's Qantas as its second aircraft.

Miller spent 1923-24 on charter work and joy flights in Queensland. He won the speed and handicap sections of the 1924 Aerial Derby in Sydney, before returning to work at Point Cook in the engine-repair section.

Reacting to military discipline, he soon left and restarted the Commercial Aviation Co in 1927.

In 1928, his friend David Robertson introduced him to his brother, the famous MacRobertson brand confectioner, Macpherson Robertson, who funded a new aircraft and the MacRobertson-Miller Aviation Co. was registered and more planes purchased.

Miller was Managing Director, Chief Pilot and Chief Engineer. He also opened a flying school at Mount Gambier in South Australia. Next year he made headlines when in a De Havilland 9 aircraft he won the Sydney-to-Perth centenary air race, carrying a prize of \$2000. In 1934 MacRobertson-Miller Aviation (M.M.A.) successfully tendered for an air service from Perth to Daly Waters, Northern Territory, to connect with the QANTAS airmail service to Singapore, thus starting M.M.A.'s operations in West Australia.

By 1939 the company's main coastal route had been extended to Darwin. M.M.A. supported the Flying Doctor Service and the Air Beef Scheme in 1949-53.

In 1955 M.M.A. amalgamated with Airlines of Western Australia and Miller became regional director at Broome. He had ended his commercial flying days in the late 1940s though he continued to fly privately. In 1963 Ansett Transport Ltd

gained control of M.M.A. but Miller remained a Director till the late 1960s. He retired to live in Perth in 1972 and was appointed O.B.E. His name is given to a Broome Museum containing his old Wackett aircraft.

Miller had married Jean Auburn Knox on 31 May 1934 at the Registry Office, Adelaide; they had one daughter. The marriage was dissolved in 1938. On December 2 1938, in Melbourne, he married the writer, (Dame) Mary, daughter of M.P. Durack. They had two sons and four daughters.

Miller died in 1980 and was buried at the Broome cemetery.

Henry 'Harry' John Butler



Henry John Butler (1889-1924), aviator, was born at Yorketown, South Australia, son of John James Butler, wheat-farmer, and his wife Sarah Ann Cook. Harry Butler built aircraft models as a school boy and later a motorcycle that allowed him to ride to Adelaide to work on aircraft building with Carl Wittber, who made the first aeroplane flight in Australia north of Adelaide, on Sunday, March 13, 1910.

He joined his Boer War veteran neighbour and flight mentor Samuel Cecil Crawford in building and flying one of Australia's early aeroplanes.

In February 1915, Butler gained entrance as an aeromechanic to the Australian Flying School at Point Cook, Victoria. Commissioned three weeks

after joining the Royal Flying Corps in 1916, he became fighting-instructor at Turnberry, Scotland, in 1917. In 1918 he was appointed chief fighting-instructor at No. 2 Yorkshire School of Aerial Fighting. While teaching he also studied German aerial combat tactics over France and later was awarded the Air Force Cross.

He returned to Australia in 1919 with a Bristol monoplane he called the *Red Devil*, a model known to have superiority in speed and manoeuvrability. He also purchased an Avro 504-K and three 110 horsepower Le Rhone rotary engines, converting the Avro to carry two passengers on joy-rides at \$10 for 15 minutes.

In the *Red Devil* Butler, made the first Australian mail-service flight over water on August 6, 1919 flying the 108 kilometres from Adelaide to his home town, Minlaton, in twenty-seven minutes and reaching an altitude of 15000 feet (4572 metres).

Butler helped raise money for patriotic purposes by various means including several aerobatic exhibitions, On August 23, 1919, before a crowd of 20,000 at Unley Oval in Adelaide, he conducted a stunt-flying display. Soon after he provided a low-flying escort for the train carrying Prime Minister Billy Hughes from Salisbury to Adelaide. In September, he won an aerial Peace Loan Derby.

In the same year he formed the Harry J Butler & Kauper Aviation Company, operating from a field at Dry Creek and then Albert Park/Hendon (near Port Adelaide), but his business was limited by the size of his aircraft, which could only carry mailbags or a single passenger.

Their company closed in 1921, as public interest in aerobatics waned. His Adelaide aviation operations were taken over by Horrie Miller as the Miller Aviation Company.

Kauper, an inventive genius who is best known for the patented (1916) Sopwith-Kauper interrupter gear which synchronized the firing of a machine-gun through a rotating aeroplane propeller. He moved from aviation into radio, setting up a radio station in Adelaide that merged with the Hume family radio operations to become Macquarie Network's 5DN.

Butler retained the equipment and operated on his own until his flying career was terminated by a crash south of Minlaton in January 1922. Upon recovery he established an aviation and motor-engineering garage and vehicle distribution at Minlaton.

Butler died suddenly on July 30, 1924.

Harry Hawker



Harry George Hawker (1889-1921), was born at South Brighton, Melbourne, son of George Hawker blacksmith, and his wife Mary Ann Anderson.

He left school at 12 to be a trainee mechanic at the Melbourne branch of Hall & Warden bicycle depot, where in 1903, aged only 14, he road-tested Oldsmobile cars. In 1905 he joined the Tarrant Motor and Engineering Co. as a qualified mechanic with a reputation as a trouble-shooter, but left in 1907 to set up his own business at Caramut in Victoria. He saved money and funded a trip to England in 1911 to become an aviator. Being only 5 ft (153 cm) tall, he looked much younger than he was. Being small, shy and quietly spoken he was rejected by many people, but was employed by the Commer Car Co, then Mercedes Co. and later Austro-Daimler Co before joining the Sopwith aircraft company.

He invested his first wages in enrolling in a flying school where his new employer, (Sir) Thomas

Sopwith, gave him personal tuition, and by September he held a Royal Aero Club licence.

He entered flying contests, winning the Michelin Cup in 1912 when he remained aloft for almost 8.5 hours, to create a new British duration record. Sopwith appointed him as test pilot, gave him free rein as a designer, and in 1913 was rewarded with several ideas destined to improve world aviation standards, notably ways to avoid tail-spin crashes and encouraging airmen to fly at higher altitudes to eliminate roof-top crashes.

In August, with mechanic Harry Kauper, he made two attempts for the *Daily Mail* Round Great Britain prize of £5000, in a seaplane. The second attempt ended near Dublin after they had flown 1043 miles (1678 km) in 21 hours, 44 minutes. Acknowledging that this was the first time that 1000 miles (1609 km) had been flown over an outwards course, the *Daily Mail* management presented Hawker with a special prize of £1000.

During November Hawker produced the Sopwith Tabloid, a revolutionary short-winged biplane which was the fastest and most manoeuvrable aeroplane known and led to biplanes gaining preference over monoplanes as combat aircraft in World War I.

After test flights, Hawker shipped a Tabloid to Australia and gave Australians their first practical flying exhibitions when, between January and April 1914, he flew at Melbourne, Sydney, Albury and Ballarat. During the tour he carried many notable citizens as passengers, including the Governor-General and the Minister of Defence.

With the outbreak of war, he enlisted with the Royal Naval Air Service but was needed at Sopwith's as a general test pilot, testing nearly 300 aircraft in six months, advised various aircraft manufacturers and recommending modifications.

In November 1917 at Ealing, he married Muriel Peaty.

After the war, he returned to long distance flying. In May 1919, with Commander Kenneth Mackenzie-Grieve, they attempted to fly the Atlantic Ocean from Newfoundland to England, but storms caused loss of direction and then engine

trouble and they ditched into the Atlantic.

They were picked up by a Danish tramp steamer which did not carry wireless.

They were posted missing, presumed dead. King George V sent a message of condolence to Mrs Hawker, but after learning they were rescued by a Danish ship, the King announced that both men would be presented with the first Air Force Crosses ever awarded. The *Daily Mail* acknowledged Hawker as the first pilot to fly over 1000 miles (1609 km) of water without touching down, and awarded him a prize of \$10,000.

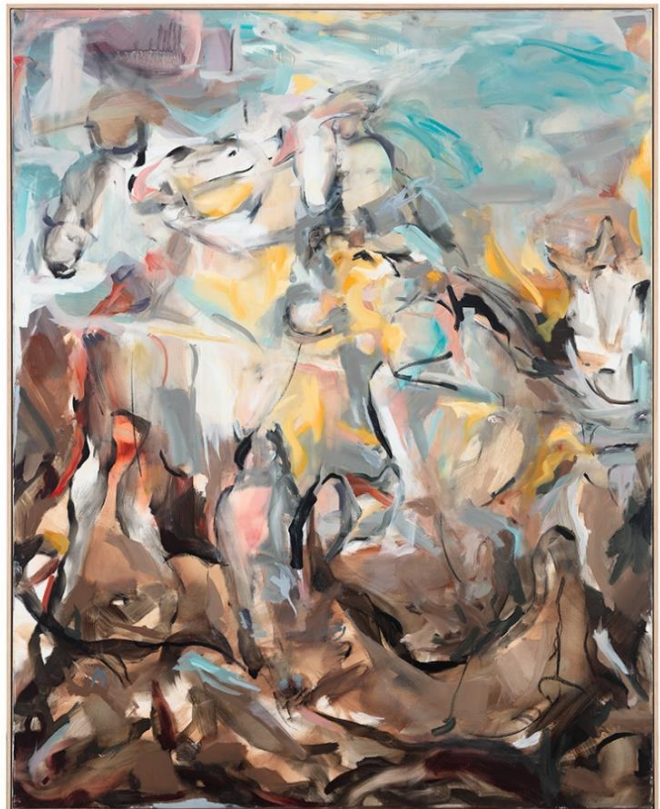
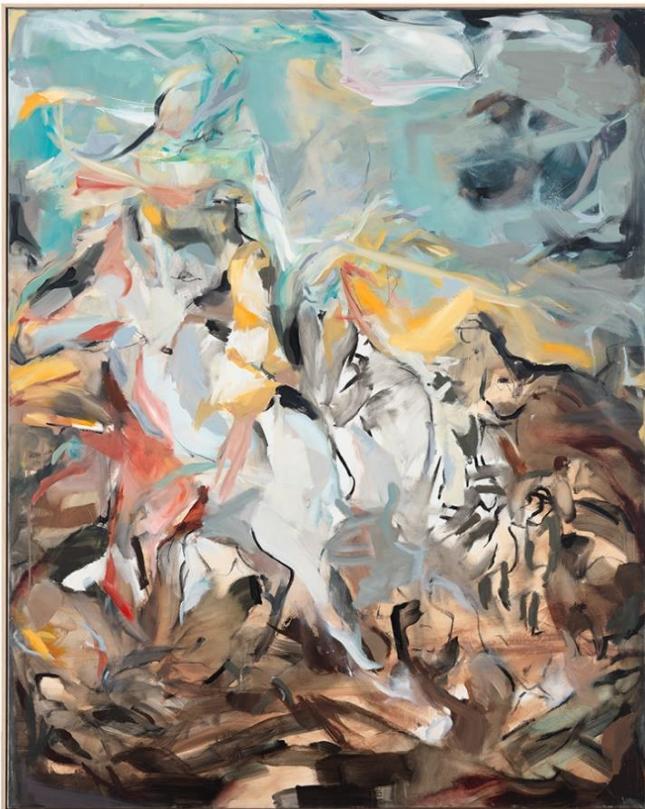
A post war lull in aircraft production hit airmen hard. Sopwith Aviation closed down due to war surplus aircraft flooding the commercial market, but Thomas Sopwith backed the new H.G. Hawker Engineering Co. which built speedboats and the Hawker two-stroke motor cycle and

became its Chairman. H. G. Hawker took over several government contracts that had been held by Sopwith's company.

In 1921 Hawker returned to flying but was killed when a French Goshawk on a trial run near Hendon, England, crashed on July 12, 1921. An inquest revealed that he had lost control of the plane through paralysis caused by a sudden haemorrhage of an abscess on the spine. He had also been suffering from tuberculosis.

After his death, H.G. Hawker Engineering became Hawker Siddeley, with Sopwith as its Chairman, and later Hawker de Havilland.

Hawker's Australian colleagues returned to Australia, inspired by his mechanical genius and used his skills when progressing their own aerial aspirations.



"Thundering through and I saw them coming, but not as a trot" by Trenna Austin 2022 Finalist

"Pride In Our Heritage"



'The Landing' 25th April, 1915

THE GALLIPOLI CAMPAIGN THE BEGINNING – "THE LANDING"

Men of the 1st Australian Division A.I.F. (Australian Imperial Force) landing under heavy Turkish fire at ARI BURNU, 4.30am on 25th April, 1915. The beach was later named ANZAC COVE.

The name "ANZAC" originated in Egypt early in 1915 where the Australian and New Zealand Army Corps were training. The Corps Commander, Lieut. Gen. William Birdwood, used the abbreviated title of the Corps, A.N.Z.A.C., as the code word for the Corps in preparation for the Gallipoli Campaign – a word that was to make history and be revered by Australians and New Zealanders for all time. An "ANZAC" was an Australian or New Zealand soldier who served in the Gallipoli Campaign. The term "an Original ANZAC" identified those men who participated in the initial landing on the 25th April, 1915 – the 1st Australian Division, A.I.F.

The Campaign ended on the 18th December, 1915, following the evacuation of all Allied troops from the Peninsula.

In the 8 months period of the Campaign, Australian casualties were:

Killed in action and died of wounds	8,079
Wounded in action and missing	<u>17,924</u>
Total	<u>26,003</u>

Our Club was originally "The Gallipoli Legion Club" until November, 1967 when it became "The Gallipoli Memorial Club" – a memorial where the legend of GALLIPOLI would be firmly entrenched as an inspiration to future generations of Australians.

It was founded and developed by the GALLIPOLI LEGIONS OF ANZACS, those "ANZACS" who survived the Gallipoli Campaign and following that, the Campaigns of France and Belgium until the Armistice on the 11th hour of the 11th day of the 11th month of 1918.