

**SAY  
AGAIN  
TOWER**

**1920 - 1996**

**SIXTY EIGHT YEARS HISTORY  
OF THE  
COFFS HARBOUR AERO CLUB  
AND  
SEVENTY SIX YEARS OF GENERAL LIGHT  
AIRCRAFT AVIATION IN COFFS HARBOUR**

By

Lynn West

This book was initially published in 1997 and was dedicated to the Coffs Aero Club by member Lynn West, whom I first met in 1990, not long after my family and I moved from Sydney to Coffs.

We started to chat about the aero club and Lynn's long involvement with the aero club.

One thing led to another and next we are collaborating on this book, which I later edited and published, as a friend, without any cost to Lynn.

I lost touch with Lynn years later when I started a double university degree.

I decided this year the book should be available electronically and I have now published it as an Acrobat .pdf publication which I have made available for free from my website – [www.rmwebed.com.au](http://www.rmwebed.com.au) .

Enjoy reading a part of Coffs Harbour's past history.



1.

*'Aviation in itself is not inherently dangerous  
- but like the sea,  
it is terribly unforgiving of any carelessness,  
incapacity or neglect.'*

*Anonymous.*

*7. February 1997*

*To Robert  
with thanks for all the trouble  
you have taken.  
Warmest regards.  
Lynn West.*

## **Acknowledgments**

Thanks must be given to the following organisations and individuals, without whose help this book could not have been written.

To the R.A.A.F. Department of History, Mr Piper the R.A.A.F. Historical Officer who proved to be a mine of information.

To the Aero Club, especially their manager Margaret Bridgman for allowing me access to their records.

**Members :-**

Pat and Dallas Durreen for their patience.

Reg Hannaford

John Naughton

Peter Contempre

Mick Hinton

Bill Wetherall

and to :-

Robert Mill (friend, confidant and the editor, publisher of this book)

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Acknowledgment is also made here to the Coffs Harbour Advocate newspaper for allowing reproduction of some of their photos and news reports.

### **Author's note :**

Material used in this book has been sourced by the author over many years and is in her belief and understanding to be a true account of events that have taken place. Any errors or omissions would only be through the failing memories of those wonderful people who would prefer to spend more time in their flying machines than contributing to history!



## About the Author

Mrs Lyn West, now in her seventies, served in the R A F from 1941 - 1945 and was a radar operator with the No. 11 Group Fighter Command in South East England. During World War Two and the blitz on Manchester she survived two VI direct bomb hits on the operations room, as well as many other bombings.

Lyn emigrated to Sydney in 1949 where she became secretary of the radar branch in Sydney for 12 years. She moved to Coffs Harbour in 1971, where in 1973 Lyn joined the Coffs Harbour Aero Club, because 'she happened to like aircraft'.

In 1980 she started the Air Training Corps No. 31 Flight, as co-ordinator and in 1981 was the first flight commander and when she retired she held the rank of Flying Officer.

Lyn started the Coffs Harbour and District Air Force Association branch and was the branch secretary for six years until it 'died'. When it was 'resurrected' in 1990, she re-joined and was elected president in 1993.

In 1978 she was elected first woman director of the Coffs Harbour Ex Services Club Ltd, a position which she held until 1988.

She is a Justice of the Peace and her hobbies include cor anglaise, the piano, the oboe, (having played in an orchestra as the principle oboe), reading and writing.



**Lynn West**  
**(photo taken in November 1996)**

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# Introduction

The Coffs Harbour & District Aero Club is probably the most progressive, active and envied of all aero clubs in rural Australia. It also it conducts training up to the rating of Instructor Training, in which it specialises.

It has a fleet of four 'fully paid up' aircraft, three Cessnas and a Piper PA 28 Arrow. The 150 and 152 are used for training and the 172 at a later stage for training and joy flights, charter work, etc. All aircraft are kept meticulously clean and support the familiar banana palm logo, which has often made the club referred to as the 'flying bananas'.

There are two paid full-time employees, a manager and a flight instructor and the honorary chief flying instructor (CFI) of 10 years Mr Ralph (John) Naughton, who recently celebrated 50 years of flying. John Naughton is also a recipient of the Order of Australia, Master Air Pilot, Federation Award recipient, Instructor of Police (retired) and a Justice of the Peace. He is one of the most highly decorated men in Australian aviation today and is certainly one of the most respected by his students and peers. He has had the distinction of being one of the first recipients of the Order of Australia, presented personally to him by Her Majesty Queen Elizabeth II and has personally trained more than 1000 pilots, including many international airline pilots who owe their start in aviation to John.

The Coffs Harbour & District Aero Club is all about flying, promotion of flying and teaching it. The club's well appointed licensed facilities are where pilots and their guests can relax and enjoy the social activities of the club. The club house is also an ideal venue for weddings, birthday celebrations, conferences, meetings and other aero club's members frequently visit the club's facilities.

The club conducts members' monthly flying competitions where pilots can hone up on their skills and it is a good opportunity to see the student pilots trying out their skills against the experienced member pilots, with often surprising results.

The club caters for age groups from eight to 80 and well beyond, covering all aspects of aviation, from model aircraft, gliders, parachutes, hot air balloons, military aircraft, helicopters, ultralights, home built, powered shutes, etc. You name it and the club has, at some time or other, brought these aircraft into Coffs Harbour, for the benefit of its members and the community.

The club is also heavily committed to the community and during the summer months beach patrols are carried out three times daily. The club's fleet of four aircraft are also made available to emergency services, for search and rescue operations, aerial surveillance, fire spotting, checking of waterways, and in floods, for dropping in emergency food and medical supplies.

Tourism is at the forefront of the club's activities too, with the club providing scenic flights, joy flights, aircraft for aerial photography (to promote the region, as well as to allow the holidaymaker to capture the area's beauty on film from overhead). The club also



encourages other aero clubs and overseas visitors to our city with "fly inns". Visitors have been many, including seven Russian aircraft and crew as well as 180 Flying Rotarians.

The community's charities are also supported with donations of scenic flights for their fund raising efforts. Schools are well catered for with the club allowing school groups, some as young as kindergarten, to visit and use their facilities. In May 1996 the club was used as a classroom base for 30 primary school students from seven Catholic schools in the area, who were doing a photo-journalism unit on the airport, the Aero Club and the control tower.

Career nights are also held for senior students and there are also opportunities for work experience students. In an effort to encourage youth into aviation, the club offers high school students special discounted flying rates.

The club also caters for non-pilots, with a 'Pinch Hitter Course', where passengers are educated on how to take control of an aircraft in an emergency, how to use the radio and how to report the aircraft's position and to actually land the aircraft during an emergency. If nothing else the course makes for a more informed and relaxed passenger and it is a great favourite with the ladies. The club also works in conjunction with the Australian Women Pilots Association in helping to overcome the fear of flying.

The club's greatest asset though, is that it is a fully integrated flying training organisation. All training is carried out under the direct supervision of the club's chief flying instructor (C.F.I.), Ralph (John) Naughton, more affectionately known to his students as 'the bald eagle'.

New members are encouraged, in either social or full membership capacity. Full members receive the club's quarterly news letter, discounted flying, concessions for competition flying and the added benefit of a Flight Crew Card, which offers a discount on accommodation and car rental all over Australia.

Social members are entitled to use the club's facilities, including Friday social evenings and participate in Fly Aways which are always good fun.

The club is also a member of the Royal Federation of Aero Clubs, a national organisation, in which members are automatically affiliated. The federation sends out a bi-monthly newsletter, keeping members informed of changes in aviation and what the federation is achieving on behalf of its members.

The club also is a sponsor of the Young Eagles program, whose mission is to provide a motivational aviation experience, focusing on a demonstration flight in an aircraft. These flights are provided free of charge to any youth wishing to participate and the program's goal is to reach one million young people by the year 2003, which is the dawn of aviation's second century and the 50th anniversary of the Experimental Aircraft Association (EAA).





Club member pilot Toby Adams shows year five and six primary school students from the Catholic school's Intell-Obics program the club's fleet, which they were studying as part of their photo-journalism unit.



Woolgoolga Public School infant students get behind the controls of one of the club's aircraft during a transport excursion, which included a tour of the club's facilities.



# Chapter 1

## In the Beginning

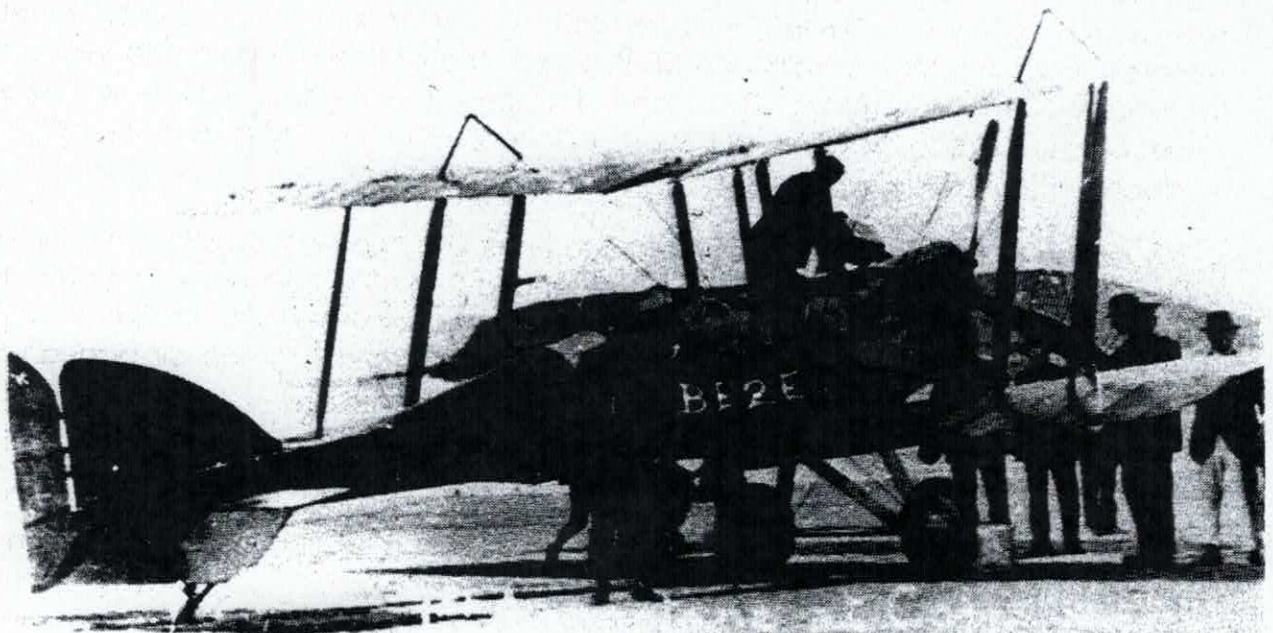
Man has always been fascinated with flying: he had tried to emulate the birds to no avail. In Greek mythology, DAEDALUS was the first man to fly. He had to leave Athens and took refuge in Crete which was ruled by King Midas. Daedalus built the Labyrinth for the man-bull, Minotaur. However, after its completion, Daedalus incurred the wrath of King Midas who imprisoned him, together with his son Icarus in the maze. To escape, Daedalus made for himself and his son wings of feathers fastened with wax. Cautioning Icarus not to fly too close to the sun which would melt the wax, Daedalus managed to fly to Italy, but Icarus ignored his father's warning; he flew too close to the sun, where the wax was melted, and he crashed into the ocean and was drowned. (Thus creating the first reported aircraft crash caused by pilot error).

A few thousand years later, during the 16th century, Leonardo da Vinci, designed a workable helicopter. It has been only in the last hundred years that man eventually mastered the art of flying.

By World War 1, aircraft were employed against an enemy.

Far-seeing designers and manufacturers realised the potential of commercial flying during peacetime. The Government sold these aircraft after World War 1 to enthusiasts who flew around the country side taking up passengers on joy-flights.

One such aircraft arrived at Coffs Harbour on the 14 June 1920. It landed on the Jetty Beach and was flown by Lieutenant Bird in his AVRO which had seen service as a bomber in Palestine in 1918. By today's standards, it was a very flimsy affair of steel and canvas powered by a 100 hp motor and flying at 85 mph.



**The first aircraft to land at Coffs Harbour in 1920, piloted by Lt Bird**



Whilst here, Lieutenant Bird made a lucrative 100 pounds from twenty joy flights at 5 pounds per flight. The first passenger was Andy Gordon.

On the 21 July 1920, an inspection of sites was conducted for the purpose of building an aerodrome. Later, on the 18 September 1920, the first commercial plane, a Bristol, flew in with two passengers. Eventually a landing site was selected in the vicinity of the racecourse. This site encouraged another commercial plane - a Robinson, to land here. To entice passengers, free flights were offered. The Robinson Bros. (passenger planes) selected the site for a private aerodrome in 1921. Between 1922 and 1930 the Coffs Harbour Jetty Beach was still being used as a landing ground for light aircraft. Even so, they held Air Pageants on the Beach.

### **The Birth of A Club**

It is interesting to note that on 15 June 1928 a notice appeared in the Coffs Harbour Advocate which read :-

"A Public Meeting will be held in the School of Arts, Coffs Harbour, on Tuesday next, June 19 at 8pm to discuss the question of making a Racecourse and Aerodrome on the Showground and the formation of a new Race Club. Representatives of all public bodies and country people are specially requested to attend. The Traders Association is taking the initiative, but will hand over full control at the meeting.

Convened by request  
R.C. Bray, Sec. Traders Association."

It seems as though using the Showground was aborted, as another public meeting was held in the School of Arts, Coffs Harbour on Wednesday September 4 1928, for the purpose of forming an Aero Club. During this meeting Officers and the Committee was elected: Patron, Mr J J Boulthwood; President, Mr C Vost; Vice-Presidents, Councillor Johnson (President of Dorriggo Shire Council), Mr H V Wood (President of Bellingen Shire Council), Mr Mulhearn, Captain Cockle, Dr Hawke and Messrs R H Bartlett, H N Henderson, H M Makinson, F J Burne, Secretary and Honorary Treasurer, Mr R E Hollis and Mr W Cox. The committee members were: Messrs C Walters, W Down, A G Broad, R P Cahill, J Cockle, F J Williams, R C Bray, F Lowray, T B Henderson, G F Crab, J Sawyers, W L Scott, J Walters, J Gerand, T Mulhearn Jnr, H T Short and J A Kirkland.

In the course of this meeting "it was moved to enter into negotiations with the NSW Aero Club for the purpose of holding another air pageant and that it be held under the auspices of the Dorriggo Shire Council". The air pageant committee was convened with Mr C. Vost as President and the pageant date was set for 31 December 1928 and a grand air pageant ball was organised to be held at the School of Arts on the night.

### **Thus was born the Coffs Harbour Aero Club!**

The interest shown in the forthcoming air pageant drew a lot of public participation. Part of the runway had already been prepared and was fit to fly on. Though it was reported in the Coffs Harbour Advocate newspaper, 'that once the remaining honeysuckle stumps were taken out and the small bumps removed and the surface levelled off - the runway would be as smooth as a billiard table'.

In all 15 aircraft competed in a program that included a 10 mile air race, balloon chasing, bursting and stunting. Participating aircraft included GAUHK AVRO AVIAN "The Rousabout", GAUHC AVRO AVIAN "Sir Charles Wakefield", GAUJH; GAUFV and GAUAK, all Moths and two



Gypsy Moths, a Westland Widgeon monoplane owned by Mr C K Ferguson and another Gypsy Moth owned by Mr F Bardsley.



### **Aircraft readying for the 1928 air race**

It was in about 1930 that a Gypsy Moth aircraft crashed on the Jetty Beach. Percy Crook, who had come here and established the first Newsagency and Photography shop at the Jetty in 1907, joined Mr Robinson and managed to take the battered plane to the workshop of Mr Robinson.



### **An aircraft that smashed onto the beach being repaired at the blacksmiths**

These two stalwarts eventually rebuilt the aircraft. The photograph shows the rebuilt plane outside the workshops of Robinson's and E W. Smith's, which was located opposite the High School at the Jetty.

(\* Thanks are due to Mrs Spinks, daughter of Percy Crook, who owns the original plates).



Once upon a time a gentleman, who lived in Glenreagh, was bitten by the flying bug. He was Howard Wright and though only 14 years old at the time, he and his brother, Earl, built a glider. It consisted of two shafts and two wings and to make it fly they had to run downhill.

Alas! One of them tripped, with the result their glider was well and truly wrecked. Undaunted by this catastrophe they built another glider, this time designed by Darcy Shipman, a carpenter. This one had a wing span of 10 metres and was flown by Alec Mackie, who had no training.

Howard himself started flying in 1935 with the Royal Newcastle Aero Club in a Moth Major, a plane similar to a Tiger Moth except that it had straight wings.

During 1938, Howard and Darcy built an aircraft with a 6.7 metre wingspan and 3.6 metre fuselage officially designated as VH-URR. After that they built a second, called VH-URS and Howard flew this to a height of 300 metres over Glenreagh. Subsequently, they sold this aircraft to someone in Glen Innes, where it was kept for a while, but finished up on the scrap heap. Howard's son, Gary, was trained at the Coffs Harbour Aero Club in 1978.

### **A Seven Year Lapse**

Unfortunately, there were no more meetings of the Aero Club between December 6 1929 and November 3 1936, when one was held at the School of Arts. A motion was moved by Mr H. Riding "that the subscriptions for the ensuing year be 5/- for gents and 2/6 for ladies - badges to be charged 2/6 each".

### **Ten Shilling Joy Flights**

A Gypsy Moth owned by Mr Rex Boyden was used to give joy flights off the beach at 10/- per flight.

In February 1936, Rex Boyden flying a Stinson was flying from Brisbane to Sydney and crashed into mountains south of O'Reilly's Guest House.

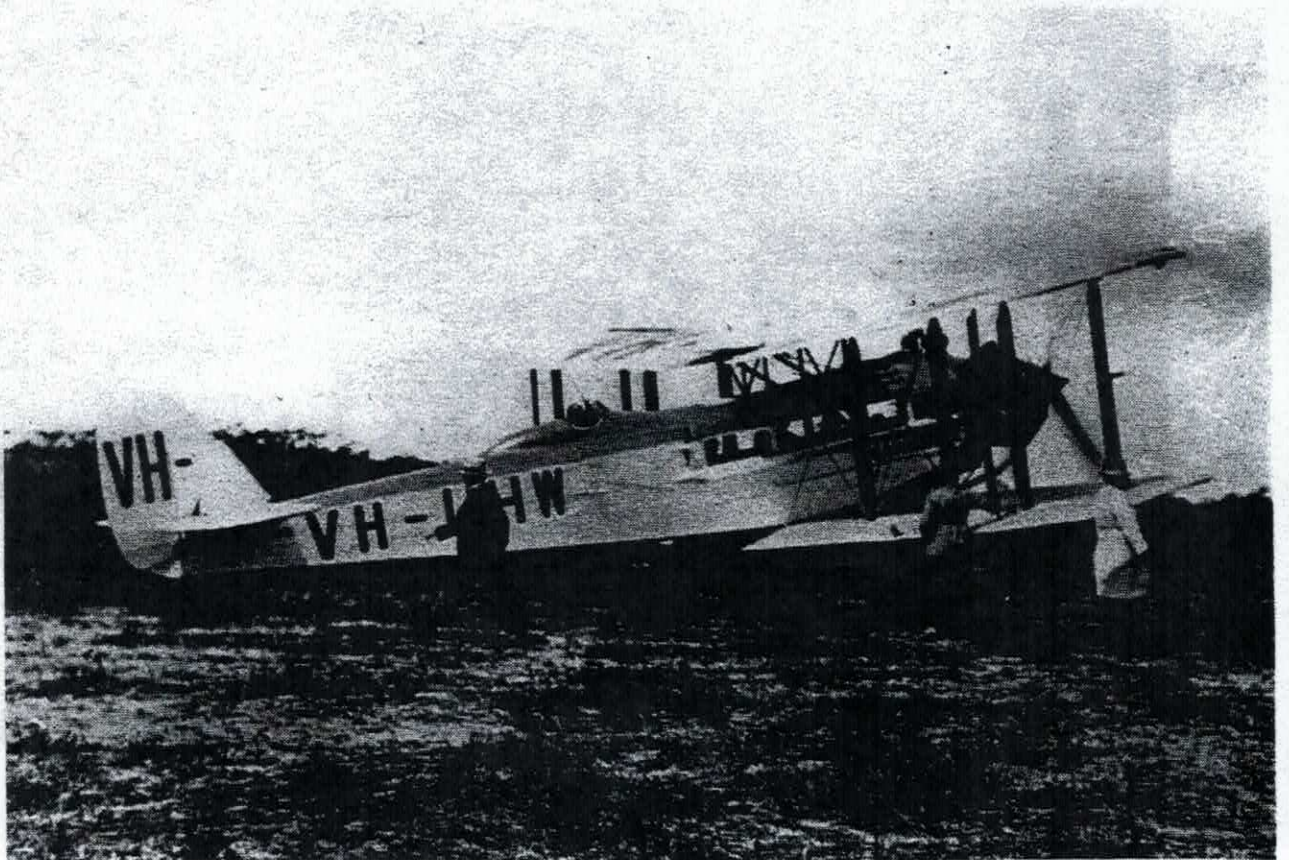
At the Aero Club, Mr Pigeon, a school teacher, was a student pilot in 1938. At a meeting on July 25 1938, a motion was moved by Mr Bond and seconded by Mr Pigeon "that we inform the Clubs of NSW executive that this club agrees to the amalgamation of the NSW Aero Club with the Newcastle Club".

On the 27 September 1939 another meeting was held with the purpose of approaching the Civil Aviation Department regarding the lease of ground in the vicinity of the Aerodrome for the erection of a hangar and clubhouse.





**Aircraft on display at Coffs Harbour Jetty Beach circa 1930-33**



**Prime Minister Bruce about to board the 'Canberra' at Coffs Harbour circa 1926- 1927**



# Chapter 2

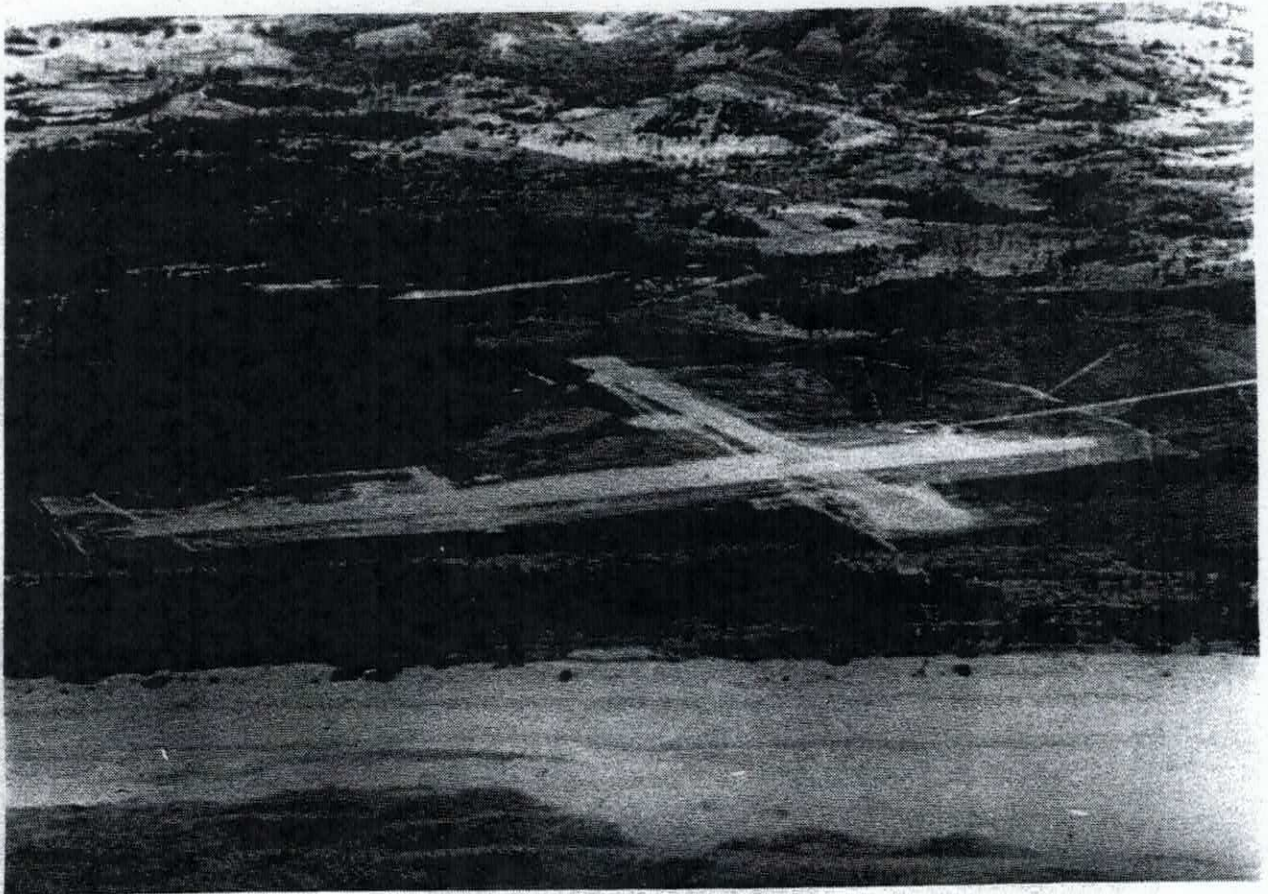
## War

The Aero Club had to cease activities because of the break out of World War 2 on September 3 1939. The war lasted until August 15 1945, (V J Day).

Gone were the fabric and glue biplanes, - in their stead were the all-metal mono-wing aircraft, which were faster and certainly more lethal. Although the Tiger Moth was retained as a training aircraft.

Coffs Harbour lies roughly halfway between Sydney and Brisbane. To be exact :- Lat. 30 degrees 19 min South - Long. 153 degrees 07 min East with an 11 degree variation on land south of the racecourse, with the railway on the east, between Coffs and Sawtell.

The land situated between the Coffs Harbour Racecourse and Boambee towards Sawtell was acquired under the Lands Acquisitions Act 1906 - 1936. The acquisition, for the defence of Coffs Harbour, came into effect on June 16 1937 and comprised of 343 acres of land and two roads.



**The old runway one niner zero, circa 1942, taken by #71 squadron**

During the war, the land was used by No. 12 Operation base Unit, which used the facilities from May 22, 1942, until January 17, 1945. Avro Ansons, Beauforts and Vultee Vengeances were engaged on coastal patrol and shipping escorts. The Squadrons engaged in this important



duty were : No 71 Squadron B. Flight, Avro Ansons; a detachment from No 32 Squadron, Beauforts; No 73 Squadron, Avro Ansons; Nos 23 & 24 Squadrons in Vultee Vengeances.

## **A Spy In Our Midst**

In the Operation Record Book it states :-

"11/3/43 No 54618 Lac Collins F L G General hand on Guard Duty at Unit Main Entrance had occasion to fire Two Warning Shots over the head of an undesirable character who had been loitering in the vicinity of the camp area and who refused to 'Halt' when called upon to do so by the airman concerned. The intruder ran away and escaped in the bush.

12/3/43 No 130474 A C I Gardiner. Guard had occasion to fire One Round over the head of an undesirable character in similar circumstances to outlined in previous entry.

18.3.43 F/Off Crozier (V.A.O.C. Lismore) telephoned Commanding Officer at 1610 hours and instructed that Unit Observation Posts be manned and 'Alert' maintained for the ensuing fortnight and particularly during the ensuing 24 hours."

One of the "brass" was later heard to say "the poor cow".

## **Torpedoed**

There were 12 camouflaged hideouts with hard standings and gravel taxiways having been constructed in timbered sand hills on the eastern edge of the aerodrome. On November 27 1943, an Avro Anson DG936 of No 71 Squadron whilst on Coastal Patrol was lost. The wing of the aircraft was found at Smokey Cape. The aircrew were F/O N S. Orr, Sgt. R L. Brook and P/O K. Valentine, all presumed missing. It was during this time that five ships were fired upon by the enemy subs.

The '**Limerick**' (British) of 8274 tons, sank while in convoy in Solitary Island on 25-26 April 1943. Two lives were lost. One of the 'Limerick's lifeboats came ashore near Arrawarra (approximately 30 kms north of Coffs Harbour).

The '**Lydia M Childs**' (US) of 7176 tons, was torpedoed near Solitary Islands. There were no casualties. All crew members being landed at Coffs Harbour on April 27 1943. (Note: The injured were treated in the High School Assembly Hall, which was converted into a Casualty Clearing Station and manned by the Red Cross Volunteer Aid Detachment (V.A.D.'S), led by Mrs Maisie Crawford who died recently and Mrs Mavis Ovens, (wife of C O Ovens), was one of the helpers.

The '**Wollongbar**' (British) of 2239 tons, was torpedoed and sank off Crescent Head on April 29, 1943. Of the crew of 39, only five survived. (Note: One of the survivors was W J Mason, later master of the Uki). He subsequently reported that he had been on the Wollongbar's bridge with Captain C E. Benson at the time of the attack just after breakfast. A sudden splash, 300 yards to port, alerted the bridge party to a submarine making a final crash dive. But the warning was too late: two torpedoes were already on course towards the Wollongbar and the next moment there was a violent explosion. Captain Benson shouted for everyone to look after themselves while he went below to destroy the code book. He was never seen again.



## **Ships attacked or damaged but not lost**

The '**Ormiston**' (British) of 5345 tons was torpedoed off South Solitary Island when in convoy between Brisbane and Sydney on 12 April 1943. The ship put into Korora Bay with a heavy list and remained there for two days before being towed to Newcastle for repairs. There were no casualties.

The '**Caradale**' (British) of 1881 tons was hit by a torpedo while in convoy off Solitary Islands on 5 May 1943. However, the torpedo failed to explode and there were no casualties.

**With ships being torpedoed off Coffs Harbour, it becomes clear why No. 12 Operational Base Unit was such a strategic choice.**

It is interesting to note that a Foreign Airport Description was made out on October 30 1942 by the American 5th Air Force. They wrote of a "Sea Plane on river nearby". Their intentions were to dredge Coffs Creek to build a repair wharf for boats and sea planes. However, they changed their minds. The Base Unit was disbanded on January 17 1945.

## **Peace**

### **A new era, a new footing**

On demobilisation after World War 2, many R.A.A.F. pilots turned their thoughts to flying in peacetime - some buying aircraft for commercial purposes, others turning to the rebuilding of the Aero Clubs.

A special meeting of the Aero Club was held at the School of Arts on 31 January 1946 "to consider the adoption of a constitution drawn up and submitted by the committee". Subsequently a General Meeting was held and during this meeting it was moved by Reg Hannaford and seconded by J. Vost "that the Minister for Air be contacted requesting that all unnecessary obstructions be taken off the drome".

The election of officers was then called and consisted of : President, N J. Jordan; Vice President, A R W. Forsythe; Honorary Secretary, T C. Seccombe; Honorary Treasurer, J. Vost; Committee, M. Eyles, J B. Hill, W S. Cox and W. Doak. On February 14 1946, Mr Rushbrook and Mr Burlace of the Newcastle Aero Club were invited to a special meeting of the Coffs Harbour & District Aero Club. Mr Rushbrook addressed the meeting concerning the affiliation with the Newcastle Aero Club and the Coffs Harbour District Aero Club. The affiliation with Newcastle was not signed until June 19 1946, then instructors were supplied by the Newcastle Aero Club on a rotating roster of two days each at Kempsey, Grafton, Coffs Harbour, Casino and later Murwillumbah and Coolangatta. The instructors were Alf Claren, Joe Lee, Ray Perrin, Col McKinney and Roger Hawley.

Future meetings were then held in a clubroom which was a building converted from a parachute parking room on the northern side of the hangar.

The aircraft used in those days were Tiger Moths, Auster-standard and Autoear, Chipmunks, both British and Canadian, Ryan S J. Trainers and Gemini twin engine aircraft.



# **Chapter 3**

## **Aircraft Bought**

At another meeting on August 13 1946 it was "moved by J Vost, seconded by R. Hannaford that the action taken by the Special Committee in respect of the purchase of the two Tiger Moth aircraft at 120 pounds each be endorsed...carried".

On December 25 1946, a Flying Scholarship was awarded to Max Hill, who unfortunately allowed it to lapse. Mr T C. Seccombe became President on June 2 1948.

On 1 July 1951, there was a change in the committee. More people were joining the Aero Club, so people were showing more interest. Mr Neville Green became President; Vice-Presidents T C Seccombe and R Hannaford; Secretary J. Potts; Treasurer R Smith, Committee P Seccombe, A Wright, B Navin, C Martynne-Jones and W Baty.

At this time the subscriptions were increased to 25/- per year. In reading minutes of yesteryear, it is good to find a spark of humour, eg. a meeting held on February 17 1955, ended thus - "meeting closed 9.20pm and the President kicked the tin AGAIN."

Between the years 1955 and 1960 the committee was trying to establish a Clubhouse and for some unknown reason the Club was inactive for two years until January 25 1962, when an Annual General Meeting took place. At this meeting Mr C. Adams was thanked for the work in having the new Clubhouse erected.

## **Beach Patrols**

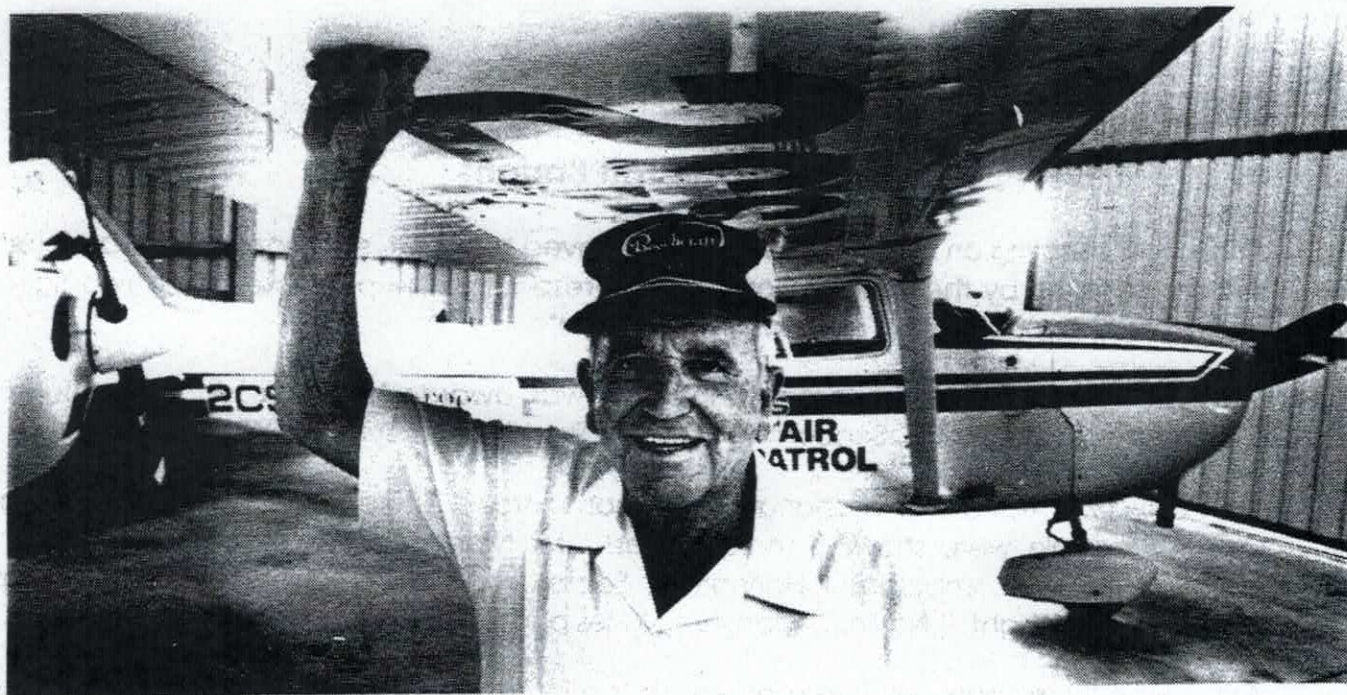
Coffs Harbour has some of the most beautiful beaches on the mid-North Coast, where people enjoy surfing, swimming, sailing and fishing. Because of the possible threat of sharks, the Beach Patrol came into being, commencing Saturday October 3 1964.

Eight pounds was contributed weekly by local Business Houses. Eight pilots were to be rostered, giving their time in the protection of these magnificent beaches to make it a safe haven.

In the same month Reg Hannaford was made a Life Member in appreciation of his work over the years. Reg, together with Norm Jordan, had helped start the Aero Club in 1946 after the War. In the President's report for 1964-65, Robin Jelliffe referred to the Beach Patrols in that there were "two patrols each Saturday and four or five every Sunday carried out from October to Easter. Although only a few sharks were seen and surfers duly made their escape velocities little short of astronomical. Many members of the public have stated that the presence of the planes made their surfing more pleasant".

Mention must be made of John Naughton who for years was Honorary Chief Flying Instructor (C.F.I.). Through his tireless efforts, many pilots received their licences. It has been said of him that he would make members get up at 5 am. and make them fly before going to work! Because of his extraordinary achievements the Aero Club made this remarkable man a Life Member in 1965. Eventually the time came when the Club bid farewell to John with a send off in January 1970, although he offered to stay on until Trevor Dillon had finished his exams. His offer was accepted. Trevor Dillon took over as the CFI a couple of months later.



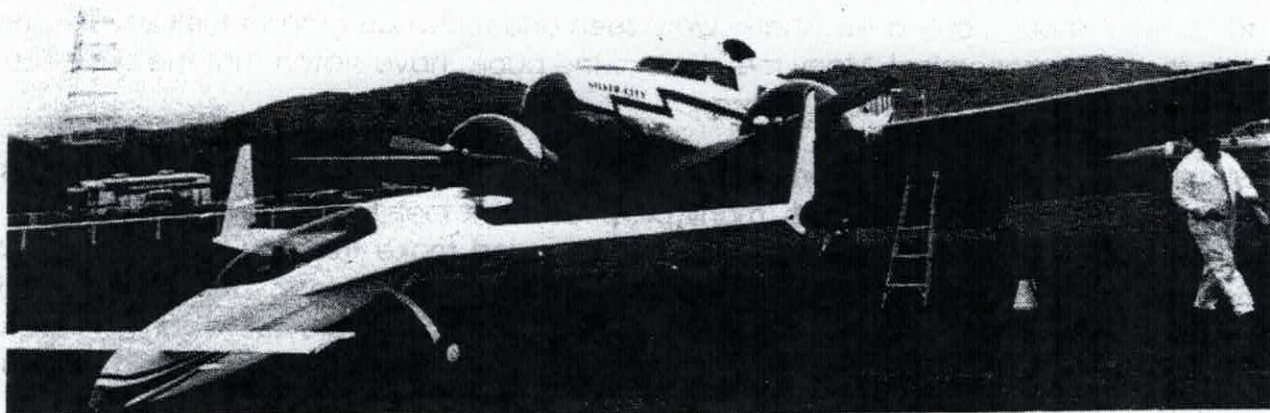


**Reg Hannaford seen standing under the wing of the club's Cessna 172, sponsored by the Coffs Harbour radio station 2CS**

### **The Sky Divers**

Mention must be made of the Skydivers. The late Allan Reddington was the guiding light in forming a School of Parachuting with their headquarters at the Aero Club. Their presence was short-lived though, due to Alan's sudden death, from a massive heart attack, while he was in America. He was only 31. He has been sadly missed, not only for bringing together both men and women to this sport, but for his lively sense of humour. Following his death, the members of the Skydivers disbanded the school and have dispersed to other pastures green. They were very popular in providing a spectacular sight all over the North Coast. Alan himself was a pilot and on the Board of Directors of the Coffs Aero Club.

### **Strange Aircraft**



**Mick Hinton's Varieze (the UFO) in front of the Electra**



One of the most unusual light aircraft that had its debut at the 50th Anniversary was the Varieze. The whole concept of its design is the antithesis of aviation as we know it.

The Varieze was designed by Elbert L. Rutan, President of the Rutan Aircraft Factory at Mojave, California in 1974. It first flew in 1975.

The Varieze specifications were:-

With a 0.200 100 hp engine:

Take off	800 ft
Climb	1700 FPM (Max) 1400 FPM as tested
Max Climb	200 mph (with 75% power or 2900 FPM at 8000 ft)
Econ Cruise	165 mph
Range at Max Cruise	750 mi
Range at Econ Cruise	980 mi
Min Speed (stall)	56 mph (49 knots)
Landing	900 ft
Wing Span	22.2 ft
Wing Area	53.6 sq ft
Empty weight	520 lbs
Gross weight	1050 lbs

The Varieze was a two seater made of foam and fibreglass. The Propeller is at the rear of the aircraft and canard design in front, with swept back main wings behind the cockpit with the rudders at the tips of the wings. On August 10 1978, Mr Noel Bramish of Victoria flew his Varieze, which was the first to fly in Australia.

Mick Hinton and his wife, Esme, had visited America to see the famous Osh Kosh gathering of the Ultralites in 1977 and whilst there saw this revolutionary designed aircraft. Mick, there and then, ordered a kit to be delivered to Australia. The kit arrived on January 16 1978 and four days later on January 20 Mick began to build his Varieze.

By September 2 1978, he had the aircraft finished ready for public viewing for the 50th Anniversary, which was held on September 2 and 3 1978. When Mick was 15 years of age, he built a glider which flew, then he took up flying powered aircraft and until last count he had logged up hundreds of hours. Being the perfectionist he has installed the most modern and sophisticated nav-aids into the Varieze. It took him over 1,000 hours to build the aircraft. It has also been said the Varieze is the only aircraft that can taxi at 1,000 ft!

Eventually the official hand of approval came allowing Mick to fly his Varieze over Coffs Harbour and the media, police and flight services started receiving telephone calls reporting a UFO in the district.

Mick and Esme later went to live in Queensland, taking their UFO with them.



## **The Club Becomes A Company**

During a Special Meeting held in the club rooms on November 28 1963 it was "moved by Cliff Adams and seconded by John Naughton that the Coffs Harbour Aero Club be disbanded and the Coffs Harbour and District Aero Club Ltd., to be formed effective as from September 16 1963, and all assets and debts being transferred lock, stock and barrel", thus making the club a company.

The Club was then formally disbanded and the election of officers for the Company resulted: President Dr. Robin Jelliffe, Vice President Reg Hannaford, Treasurer Wm. Bray, Secretary W. Baty, Assistant Secretary Doug Forsythe, with the committee consisting of Ray Isles, D. Wheatley, John Naughton, Lloyd McQuade, Roy Riddel and A. Wright. This brought the Club into the modern age. The club at that time still owned a Tiger Moth aircraft, which it finally sold for \$1000 in August 1964.

## **Special Gatherings**

Every Friday evening members and pilots gathered together with their wives, girlfriends, brothers, sisters, mothers, fathers, uncles, aunts, nieces, nephews, friends and enemies in the Club Room to hover around the Lloyd McQuade Bar, ordering alcoholic drinks - for those who were not flying and if they were there was soft drinks, tea or coffee.

Pat Durreen's 'Girls' took over the kitchen to prepare Pat's special savoury snacks for the tables. Pilots who had flown in from anywhere in Australia could join in and discuss their favourite subject - flying.



**Dick Grant, Reg Hannaford, Gordon Fisher, John Naughton, Geoff and Cynthia Nolan**



# **Chapter 4**

## **Air Races**

### **The 1973 Air Race**

Prior to the 50th Anniversary in 1978 there was an air race in which 186 aircraft participated. The 'race' commenced on 21 July 1973 from Bankstown airport, the crews spending the night at Coffs Harbour and finished on 2 August at Dubbo. The President, Mr R Hannaford reported eight aircraft which took part in the Air Race were from his Club.

#### **Report of the Air Race in "Wings" from an "Eye Witness" at Coffs Harbour (By Mrs Lynn West, ex Radar Branch).**

Saturday July 21 1973, was a day that Coffs will remember. The alarm woke me at 5.45 am, so did my dog. He was very keen that I should get up so that he could go out. The two of us inspected the weather, collected the eggs (duck eggs) and came back to the kitchen, where we had breakfast. (Duck eggs for me, toast for the dog!). It was 7:45am by the time I was ready, so I rang for the cab, woke my daughter saying a fleeting cheerio and left the dog on her bed.

Arriving at the Aero Club, I noticed there were quite a few people waiting in anticipation, while jostling for the best positions. I found Reg Hannaford, the Club's President, very busy instructing the Marshals, in their duties. Standing on the Club's verandah, I thought to myself, "what beautiful Air Marshals' weather". The sun was quite warm and the air smelt cool. It was at that moment an excited voice called "Here they come!"

Two Mustangs roared across the aerodrome at about two or three hundred feet. Suddenly I realised that I had shed a tear; in wiping that little tear away, I had also wiped thirty years and a kaleidoscope of memories came flooding back. I thought to myself, this is not the time or place to get emotional and began to concentrate on the other aircraft.

Nevertheless, I could not but notice the wonderful walrus moustache which arose from the cockpit of one of the Mustangs belonging to Neil McDonald.

### **The Good Old Days**

Whilst watching and counting the aircraft coming in to land, I thought I saw one with Airforce Association splattered all over the fuselage. It was! It taxied in to within twenty feet of me and who should emerge, but Barry Brook, John Waddy, Rowan Waddy and Alan McLachlan. After refuelling, they walked towards the clubhouse, where shortly thereafter, we all were joined by John Pearce, Bill Garing and Brian Chaseling. Shortly afterwards, Bill Townsend arrived, then Peter Alexander, Bruce Watson, John Newton, Gwen Starkie, June Stone and whew what a reunion we all had!

In the middle of all the animated conversations, the laughter and the good natured teasing over cups of tea, scones, cakes and sandwiches, the wives of club members had thoughtfully provided for the air crews, my daughter finally arrived, looking very glam!



Later the boys returned to their aircraft, to check on fuel and oil and to collect their personal belongings. Some of us, including Bill Garing, John Pearce, Brian Chaseling, my daughter Ann and I stayed to watch the rest of the aircraft land and then arranged to meet later on. Buses had been provided to take the aircrews to their motels. Ann and I had a lift back into town, where we had lunch at the Coffs Harbour Ex-Serviceman's and Women's Club. During the afternoon, aircrews came in for a glass of "oh be joyful"! Bill Mann, Bill Wilson, John Nicols and Darrell Farrar joined us with much hilarity.

Six thirty found yours truly in the Star Motel, at a cocktail party, where the champers flowed. Peter Lloyd, (whom I had not seen for ten years) gave a speech, then John Waddy followed with the usual interjections, which caused plenty of merriment. Dinner followed in the company of Sir Brian Massy-Green, his son David, John Pearce, Brian Chaseling, Bill Garing and friends. The theme song of the Society for the Eradication of the Bathurst Burr was rendered by John Waddy and John Pearce, not only once, but twice!

Knowing that a briefing was to be at 6 am, in the hangar the following morning, the participants retired early for another heavy day of flying.

Mention must also be made of the efficient organisations who helped make the races a huge success. Apart from the D.C.A., the Coffs Harbour Aero Club, the wives of members and helpers also did a sterling job. They too were up early and had food and drink on tap, which meant a lot of hard work, cooking steaks, etc., for the people who did not have time, nor the inclination at 4am., to indulge in breakfast. Their work was well appreciated by all.

The next day I awoke to the Mustangs leaving and as bed was so comfortable, the dog and I decided we would stay where we were. Thinking over the previous day, I was wondering what it was that was so different and then it hit me - everyone looked younger-about twenty years younger. It must have been the battle gleam in the eye. The only thing missing was the Line Book! Good show, boys. "Lynn West, Coffs Harbour"

### **The Aero Club Participants**

Members R Grant and A Hogbin in VH-SRH, a Cessna 182, brought back 2nd place. Dr Robin Jelliffe in his Jodel, C Smith and P Hargraves, Cynthia and Geoff Nolan in their respective Tiger Moths came home with trophies. John Waddy, John Pearce, Barry Brooke and Air Commodore Bill Townsend were some of those in the Race. The briefing of pilots prior to leaving Sydney was terse and to the point, "please remember that New Zealand is on your right and Australia on your left". The Grafton Aero Club, Apex and the Chamber of Commerce members worked hard along with Club Members on the day of the Air Race, refuelling and marshalling 190 aircraft. In all 3,700 gallons of fuel was used to refuel the participating aircraft.

### **The 1976 Air Race**

Over the years Pat Durreen and her husband, Dallas, have flown all over Australia and New Guinea. Periodically, unrestricted pilots who have logged up a couple of hundred hours get the urge to enter the air races, mainly for the experience and, of course, the excitement of the challenge.

In 1976 Dallas and Pat, together with Graham Woods, the Chief Flying Instructor, decided to enter the Bert Hinkler 1000 Air Race from Archerfield to Ingham, which was sponsored by Austral Motors, the then Chrysler Distributors. Dallas had hired the Aero Club's Cessna 182 VHCHS with long range tanks. They flew off on the Friday to Archerfield ready for the Race



which began on the following day. There they received their briefing, the weighing of the aircraft to find out their handicap and in all 80 aircraft participated. Upon arriving at Ingham, which is a wildlife sanctuary, the crews saw notices which were all around the airfield warning people of kangaroos and other wildlife that lived in the surrounds. Still, as the boys commented, 'when you are coming in on final you do not have time to read the notices on the ground'. Trophies were ultimately given for the best flight plan, best legs in the race and lowest fuel consumption. If extra fuel was used pilots were penalised. All flew at 75% power and strictly VFR (Visual Flight Rules).

A big reception was awaiting them on arrival, which was treated with reservations as they had to fly off again to arrive in Cairns ready for the Tom McDonald Air Race from Cairns to Thursday Island, sponsored by the North Queensland Brewery. They took off at full power passing three aircraft until they reached 6,000 ft on their way to report over Port Douglas, then on to Cooktown to be fed, watered and refuelled. Cooktown had only a single strip, so when 80 aircraft were all trying to land almost at once, one could appreciate the organisation of such an operation. At the same time the aircraft were landing, a DC3 commercial aircraft was endeavouring to take off. The result was airwaves assailed with abuse from the DC3. That aircraft's pilot cursed all pilots and air races, keeping it up for half an hour, before it was safe for him to finally take off.

The competitors made their way across the country, observing weather patterns for winds and updraughts from bush fires through to Cape York then finally flying on to Weipa for more fuel, tucker and soft drinks.

Whilst there, a Cessna 150 crash landed into a salt pan and flipped on its back (it had run out of fuel). The rest took off for Horn Island having to first taxi half a mile uphill to a very big apron. A Bush Pilot's DC3 was there too, beautifully polished for the occasion, together with a Caribou which had acted as a radio base and a SAR (Search and Rescue) base station.

Next to the very small Clubhouse was a hangar in which there were freezers with plenty of ice and grog - enough to make a very good party. To everyone's surprise, the back of the Caribou was opened and a piano was rolled out. Those tropical islands must have hopped that night!

There was no accommodation, so all the competitors slept under the wings of their aircraft and, as no one thought to bring torches, getting about during the dark hours entailed falling on and tripping over inert bodies in the dark. Having found their aircraft Pat, Dallas and Graham settled themselves under the wings to sleep. It was not until the following morning they discovered the airfield had been burnt off. They were covered in a black smoky dust! Realising they all looked a mess, they did their best to clean themselves up, then packed up their aircraft and took to the air on their way back to Cairns via Coen. At Cairns the C.W.A. ladies had a BBQ awaiting them complete with hot dogs, and coffee which had a peculiar taste owing to the fact that it had been made with bore water, which everyone swore the bore had been left in!

Having arrived back at Cairns, all the aircrews repaired to the main hangar for the Trophy presentations and a much deserved play up. Dallas won 4 Trophies, although to date has not received them as they were to be posted on to Coffs later.



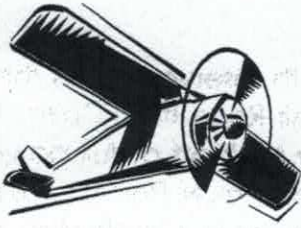
## Big Birds

Dallas radioed in their impending arrival back at Coffs Harbour and Flight Services responded with a : "Charlie, Hotel, Sierra, there is a Cessna to the East, the Airlines of New South Wales Friendship will be landing in ten minutes and you must be careful of a squadron of pelicans.

" Dallas : "Say again, Tower."

Flight Service : "A squadron of pelicans."

Dallas : "Roger."



There they were, pelicans flying in formation! As VHCHS landed, members of the Coffs Aero Club were there to congratulate the intrepid trio on winning 4 Trophies and, to hear all the exciting details.

Prior to the Queensland Air Races, Dallas Durreen and Charlie Smith had in October 1976 entered the Perth to Sydney Air Race. That race was beset with every problem, like Murphy's Law. If something is to go wrong, it will - and it did. It was the most mis-managed race that ever put to the air. No accommodation, no food and general chaos prevailed everywhere. The race was full throttle - just speed - with 120 aircraft competing, of all makes, shapes and sizes. Pat and Dallas, with Betty and Charlie, took off in Charlie's Twin Comanche VHCSP 10 days early to fly around the north of Australia before the start of the race. Both parties had packed their suitcases, sending them airfreight to Sydney, leaving them with only the clothes they stood up in, plus a toothbrush and a change of underwear. Off they flew to Forrest, WA and found no accommodation, no food and beer was \$1.50 per can - and that was 1976!

Disgruntled, they took off again. Dallas as co-pilot and navigator was using a WAC chart, which he had marked off every 30 miles - the equivalent to 10 minutes flying. Eventually they landed in Adelaide and found they had to sleep under the aircraft. Again no accommodation for which they had already paid.

After lunch, such as it was, the next day they were on their way to Melbourne, flying through low clouds and lots of cumulus. Suddenly the aircraft vibrated, then a loud bang was heard and it was found that the tip of the propeller had fallen off the right hand engine, which Charlie had shut off. Nevertheless, they made a perfect landing at Warrnambool on one engine. Fortunately, Charlie knew one of the officials in America and realising Charlie's problem, the official took off in his 206 to Melbourne and brought back a new propeller for the disabled aircraft. After a couple of hours sleep and with borrowed tools, they set to work replacing the propeller and they finally set out late the next day for Melbourne, only after Charlie had given the aircraft a very comprehensive check.

In spite of the hassles they landed back safely in Sydney. Unfortunately in the confusion Charlie had taken off the tapes that covered the instrument panel and they were subsequently disqualified. Had it not been for that oversight they would have won 'the best time for Twin Aircraft'. Dick Smith in his VHDIC landed just 14 seconds behind them! To add insult to injury and to exacerbate the discomfort they had already suffered, the competitors discovered the organisers had absconded with the funds! C'est la vie!



## **The 1991 BP Air-Race around New Zealand**

### **(A diary account of the race by Gwen Jennings, flight hostess and passenger)**

Aircraft : A VH DYX, a Beechcraft V-tailed Bonanza

Crew : Four

Dallas Durreen Pilot / Navigator

Paul Jennings Pilot / Navigator

Pat Durreen Hostess / Passenger

Gwen Jennings Hostess / Passenger

Yes we were off to New Zealand, to participate in the New Plymouth 150th Anniversary celebrations. To get there, we had to fly to Lord Howe Island, for refuelling and Customs, then to Norfolk Island (for more refuelling and an overnight stay), then finally onto New Zealand. A lot of people said we were mad going all that way over water in a single engined plane and some people were envious of us embarking on such an adventure. We thought it to be 'just a nice holiday'.

Although we had a few problems with the plane a couple of days before departure, all was fixed and ready to take us across that wild blue water.

#### **February 1 1991**

The day finally arrived and what a beautiful day it was too, with clear blue skies all around us. The moon was going down in the west as the sun was coming up in the east. After the bags were secured in the rear of the aircraft and all the necessary last minute checks were made, we were taxiing down the runway. This was it, we were off and settled in for the two hour flight to our first destination - Lord Howe Island. About five minutes out we had a call from Mr Terry Daniels of Radio Station 2CS Coffs Harbour, wishing us well and asking a few questions about our itinerary. That was a great surprise!

With nothing to look at but water for what seemed an endless amount of time, Lord Howe Island came looming out of the water in front of us and what a beautiful island it was! The boys (Dallas and Paul), gave us a complimentary aerial tour before landing and it was absolutely fantastic.

After refuelling and getting our passports stamped etc..., we set off for Norfolk Island. Again, there was not much to look at on the way over, so Pat and I had a little snooze. Again our boys were right on target and it was not too long before right up front of us was Norfolk Island. Again we had a complimentary fly around, which was absolutely magnificent.

Being a novice flier ( I have only been up in a small aircraft for a total of approximately two hours), I thought this was a bit of all right. Perfect weather, excellent pilots / navigators and beautiful tropical islands. After landing and going through Customs etc., we booked into a motel, had a drink (of course) then went to have a look around the island. Pat and I got in some duty free shopping before the shops closed, then it was back to the motel for a relaxing evening. There we met up with some of the other Aussies flying over to New Zealand for the air race. We all were looking forward to doing well and having a great time.



## **February 2**

The following day we left Norfolk Island at about 8.30am local time. The weather was okay with a few high clouds. In between our (??) hostess duties, Pat and I read magazines and books and slept (after all what else is there to do - no good looking out our window, 'cause there's nothing down there to look at)!. There was some commotion up front with the boys though. Could it be land? Yes it was and about time too, what a welcome sight it was! Pat and I would finally have something to look at - sheep? By this time, the weather was deteriorating slightly and coming into Auckland, the weather was slightly turbulent (the boys will tell you it wasn't), but from my seat it was!

When we were on the ground in Auckland, the boys told us they had radio problems about 30 miles out. (I finally found out why there was a lot more activity up front than usual)! Again we went through Customs, which was well organised through Skycare and from there we headed off to Hamilton where we stayed with Paul's parents. Celebrating also a 'happy anniversary' for Pat and Dal, 19 years today!

## **February 3**

Well today we are off to New Plymouth to join the queue to get registered and have a weigh in. Gee there were a lot of aircraft lining up. After registration and organising our accommodation etc., there was plenty of time to meet a few Kiwis and Aussies and look over their planes. After we were finally checked out and weighed in by the organisers, we put DYX to bed and headed off for the beer tent, where we were told we were overweight! The boys looked at each other then looked at Pat and myself and we instantly defended ourselves and our 'small' amount of baggage. Boy did those Kiwis give us heaps.

Well that was the topic of conversation for the rest of the night. After dinner in New Plymouth, we walked (much to Dallas's disgust) up to the fun park where they had a laser light show. It was truly magnificent - all done to music, then back to the motel for a well earned rest.

## **February 4**

The boys went out to the aircraft, to see if there was anything they could discard to bring the weight down. Pat and I did the same thing with the luggage and then walked downtown to do some banking / shopping etc. What a relaxing day.

## **February 5 - Race Day**

Today was the big day: we got up at 5am, so as to be ready for the bus to pick us up at six. What a hive of activity there was at the airport, with approximately 100 aircraft, all parked in lines. We were allocated the number 10, which meant we were in the 'C' Class division and were 10th to take off. The boys went to the briefing while Pat and I took photos of BP Bear (ask Pat about that one) and the planes. We got talking to an American couple, who were waiting for their plane to arrive. It had been delayed and had to be put together the previous night in Auckland, then flown to New Plymouth. They just made it in time for the race, as it was delayed about one hour, due to weather at one of the checkpoints. The organisers decided to let the 'Moths' take off first, so they could get to the reporting points in time.



At 10.55am we took off from New Plymouth and were on our way in the first leg of the race. The adrenalin was really pumping. Flying down the coast and over Cook Strait was a real buzz. We nearly missed a couple of check points, but realised in time and we landed at Blenheim in the South Island for a barbeque lunch. We did not do too bad for our first day and we took off at 4.36pm for the second leg and landed at the Christchurch Airforce Base. When we arrived we saw it was a little disorganised, in that no-one knew where to go. However we soon sniffed out the bar and after we had dinner, we left for the motel, where we arranged with Pat and Dal to organise the next days flight plan etc. After we had a shower, we went to their room only to find Pat in the shower and Dal sound asleep on the bed (supposedly waiting up for us. Ha Ha!)

### **February 6 - Race Day Two**

Again up at the crack of dawn and out to the airfield on what was a very windy and cold day. I went along to the briefing today to see what actually went on (not a lot). The organisers were not too happy because through the night they were called out to the base, as the wind was quite strong. One aircraft had gotten loose and two others (the long zee's) had sustained damage to their canopies and they had to pull out of the race. Another incident was a bomb scare on the number one race craft, an Aussie Aerostar (just a hoax, thank goodness). The weather did not look like it was going to improve, but we were finally airborne at 12.11pm. The organisers declared it a non-race leg - ie: get to Camaru at our own pace.

On the way down we caught up to another Bonanza (race number nine) - the Australian team and we had a side by side photo session. We had a late lunch at the Otago Aero Club and the weather had improved, so this leg looked like it would be on. Take off time was finally announced and we were off at 4.34pm, landing at a very gusty Invercargill at 5.56pm. The local Aero Club was ready waiting for us with a feast you would not believe. We had a rage there that night in one of the hangars.

### **February 7 - Race Day three**

We got out of the airport at a reasonable hour today leaving at 10.39am for Queenstown and the weather had improved immensely. We flew over the fiord lands. They say it is only about three days in a year that you can fly over the fiord lands and we had this one day! We were given disposable Kodak cameras to take photographs of Puysegur Pint and Nee Island, at the entrance to Doubtful Sound. This leg of the race was both beautiful and scary, especially when you looked out the windows and saw all those mountains and how high they were. It is a bit hard to take photos when you are holding on so tightly to the back of the front seat. Absolutely magnificent views.

We landed at Queenstown at 1.55pm and what a beautiful approach to the airstrip. After having lunch at the Aero Club (another barbeque), it was onto the bus and into town. The bus driver told us the "Remarkable Mountains" (situated adjacent to the airport) had snow on them on the Monday before we arrived (we were there on the Thursday). The bus driver said people were skiing all the way down to the bottom. By the time we got there, there was not a sign of the snow on them, which was truly remarkable!



### **February 8 - Race Day Four**

A rest day at Queenstown and today we did all the chores - washing etc. We also had time to do a few touristy things such as take a jet boat ride and a trip on a gondola. What an exhausting day!

### **February 9 - Race Day Five**

Today we were supposed to fly up the west coast of the South Island but the weather did not allow us to, which was a disappointment. We were all looking forward to flying past the glaciers and stopping at Hokitika, where they serve a top lunch of whitebait (everyone was looking forward to a change in their diet). Instead we headed for Wanaka, then up the middle of the Island and onto Ashburton for lunch. What a good job the Ashburton Aero Club did to feed about 350 people with only one hour's notice!

After we landed at Ashburton (by that time the weather was clearing), we found out that a couple of aircraft actually went to Hokitika and enjoyed the hospitality we were supposed to also enjoy. We took off from Ashburton at 2.11pm then went onto Motueka and further on to Nelson, where we stayed overnight. The Nelson Aero Club put on a beautiful barbeque for us, then we went on to town to our motel. We went for a walk uptown before retiring for an early night - for a change.

### **February 10 - Race Day Six**

Another early start for nothing, as the weather turned foggy. The take off had been delayed again and we took off finally at 11.46am and the day then turned out to be okay. A little excitement today when we and another aircraft were coming up on the same observation point; it was exciting to see who got there first. I think the other aircraft just beat us by a prop spinner. Another barbeque lunch at Masterton and we left there at about 4.41pm and proceeded up the middle of the North Island to Rotorua and guess what - yet another barbeque.

### **February 11 - Race Day Seven**

Another well earned rest day Ha! Ha! I'm sure we do a lot more on these rest days than on a race day. What a top day. We hired a rental car and saw a rainbow trout farm, sheep farm, thermal area and went for a swim in the hot springs.

### **February 12 - Race Day Eight**

Today we headed up to the northern part of the North Island, leaving Rotorua at 9.43 am and we got to Kerikeri at about 11.30am. Lunch was again provided and no guessing what that was! Our overnight stay was at Whitangai and what a beautiful place right by the sea. It was great to get to our destination early for once. Pat and I had a snooze while the boys went out sailing.

### **February 13 - Race Day Nine**

We left Kerikeri at 9.11am for what was to be a glorious day for flying. Pat wasn't feeling too well, so she slept most of the way. Going around the most northern point of New Zealand was beautiful. On the way we were overtaken by two of the war planes which joined the race at Rotorua and what a sight they made. We landed at Whenuapa which was another military base. Another barbeque lunch and another long wait for the second leg to begin. The weather was hot and dry. From there we headed north to the coast, then south along the coast and inland to Hamilton. Going down the coast the spitfire came upon us so



quickly, he passed over us and did a barrel roll in front, then was out of sight. It felt as if we were not moving at all, with all the speed he passed us - a really great sight. We stayed overnight at Paul's parents place and it was really great to have a decent meal at last, as well it was good to catch up with the family.

### **February 14 - Race Day Ten and the last day.**

As usual there was a long delay in departure due to the thick Waikato fog and we finally got away at about 11.38am. Although the day was fairly clear (after the fog had lifted) it was still fairly rough. Again Dallas would have told you it wasn't - but it really was! Even Paul was hanging on tightly and admitted it was rough. Dallas's theory on rough weather is when his glasses fall off or the pen in his pocket falls out. Well that did not quite happen on the first leg, but it was very close! On landing at Gisborne, we found it hard to distinguish between the officials and the crowd of onlookers. It seemed as though every school child was there; there were literally bus loads of them! It was really great to see that sort of support. We left there at approximately 4.18pm with the weather not looking too good. Dallas was pulling out all stops on this leg of the race and we were skimming over those hills at knots. We actually passed some rivals in this leg!

This would have to be the roughest part of the race, because Dallas's pen fell out of his pocket (yes he actually - finally - admitted it was pretty rough). After getting as far as Lake Taupo, they called off the rest of the race leg, as the weather was clouding in at our New Plymouth destination. We actually landed at Lake Taupo, got word on the weather and decided to keep going; apparently the weather wasn't as bad as they first thought and we just followed the coastline all the way into New Plymouth. What an ending to the race, but we made it and it was great fun.

### **February 15**

Today was a well earned rest day and we also found out that the whole of the second leg of the race was cancelled; what a bummer! We would have gone close to winning that leg too! We hired a car and did some sightseeing around New Plymouth, then everything got washed and packed for the return flight home. That night there was a dinner where they announced all the winners. Australia brought home six prizes, which was a great effort, because most of us were only in there to have a great time and that we did! We came 15th in our class of 34 and 48th overall, which was not a bad effort and we made some great friends and met some really nice people.

### **February 16**

Today we were up early again for the trip home. The New Plymouth Aero Club was holding an airshow, so we had to be out of there by 9.30am. With all the aircraft taking off and landing, we only just made it. A spitfire was doing warm up passes and barrel rolls and what a sight that was! The weather was great, so we followed the coastline up to Auckland, where we refuelled and cleared Customs, without any hassles, (thanks again to Skycare). We left Auckland at 11.35am and landed in Kaitia (which is New Zealand's most northern strip) for fuel and we were informed weather was closing in around Norfolk Island.

We left Kaitia at 1.20pm and two aircraft ahead of us kept us informed of the weather conditions and saying the weather was closing in was an understatement. About 50 miles out we went down to the hard deck only to find the cloud base around the 500m mark. Strong head winds slowed us down and from my seat it was just a bit scary, when I thought of Norfolk Island being such a small island. When you look out of the aircraft's window and



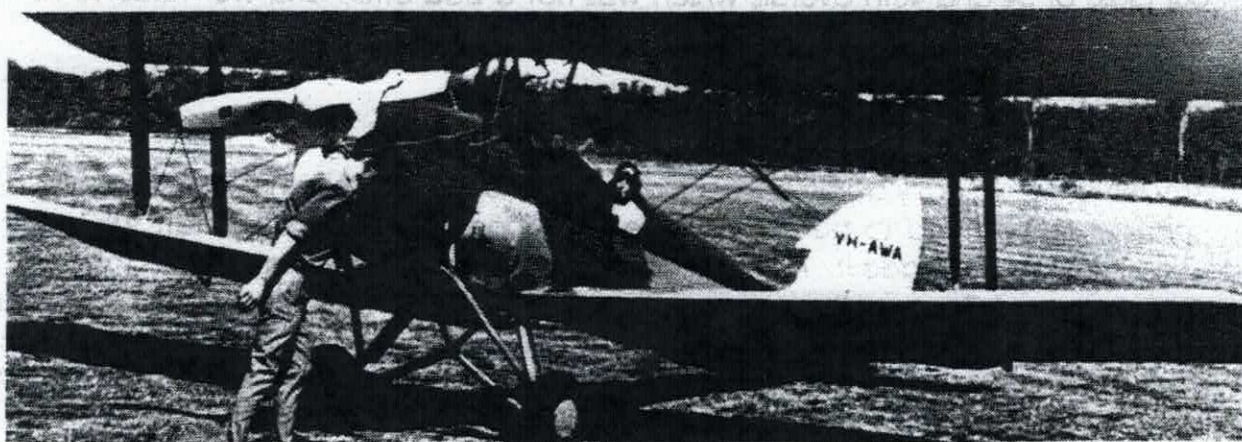
see nothing but cloud, all these "what ifs" come into your head. Time was getting on; it was only a small island; etc. But I did have faith in the boys and rightly so, because looming up in front, out of nowhere came Norfolk Island. Boy did I give a sigh of relief.

Our next major feat was to put DYX safely down on the runway and we did a circuit at the end of the runway to make sure everything was okay, then we made our approach and what a bumpy one that was. The wind seemed to be playing games with us, but Dallas knew his machine and did a fine job. Pat and I were so glad to be down, that we ordered doubles all round at the local bowling club bar when we got there. We met up with the other Aussies heading home and went out to dinner with them and had a most enjoyable evening. The next morning we headed out to the Flight Service office at the airport where they gave us the weather news. Although the weather in Norfolk was not that bad, the weather on Lord Howe was windy and gusty up to 30 knots across the strip and did not look like improving, so we had another day on Norfolk Island. We hired a car and had a look around the island, which was a most interesting place.

### **February 18**

Today we were off home at last. The weather on Lord Howe Island had improved, or so the Flight Service office told us and we took off at 9.45am, with blue skies all around us. Because we were anxious to get home the trip seemed to drag on (for us passengers anyway). Again what a magnificent sight Lord Howe Island is, it just seems in the middle of nowhere. After a fly over the strip, we started our rough bumpy landing. The wind was blowing across the strip and was gusty and again Dallas did well to put us down in such conditions. We all went through Customs again and filled out the necessary paperwork.

The plane was refuelled and we were ready to go. I think everybody was anxious to get home, because we did not waste any time eating lunch, (which incidentally was a bottle of Coca Cola and a mars bar). We left Lord Howe at 1.55pm, with Paul at the helm and Dallas as navigator. This would have to be the longest two hours on earth. About 30 miles out the weather was just starting to close in on us again, although this was as nothing compared to what we already had been through. 'Land Ho' and again a well done boys. I can honestly say their navigation through the whole trip was spot on and we landed at Coffs Harbour airport at 4.05pm.



**John Naughton's Tiger Moth before it became infamous as 'Fosters Brewery'**



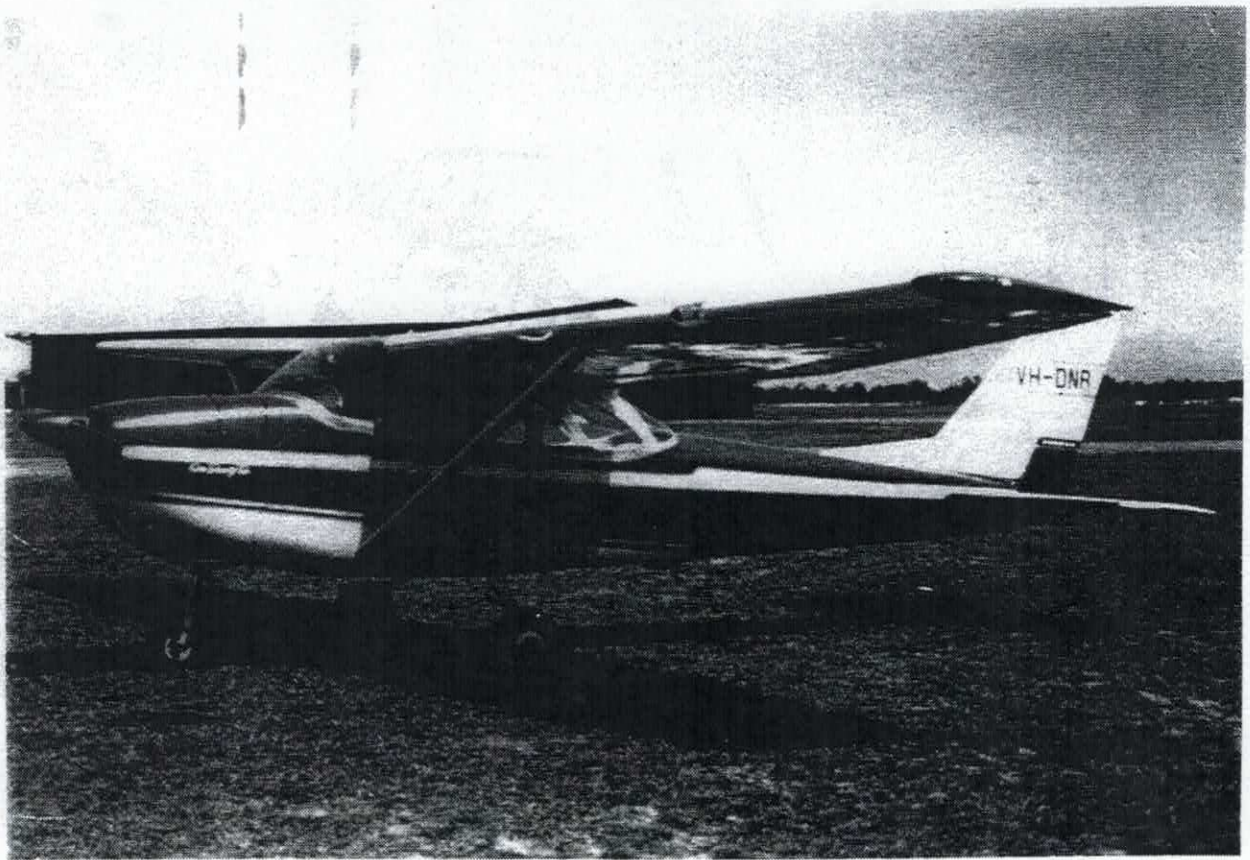


**John Naughton at the controls of his 'Foster's Brewery' Tiger Moth**

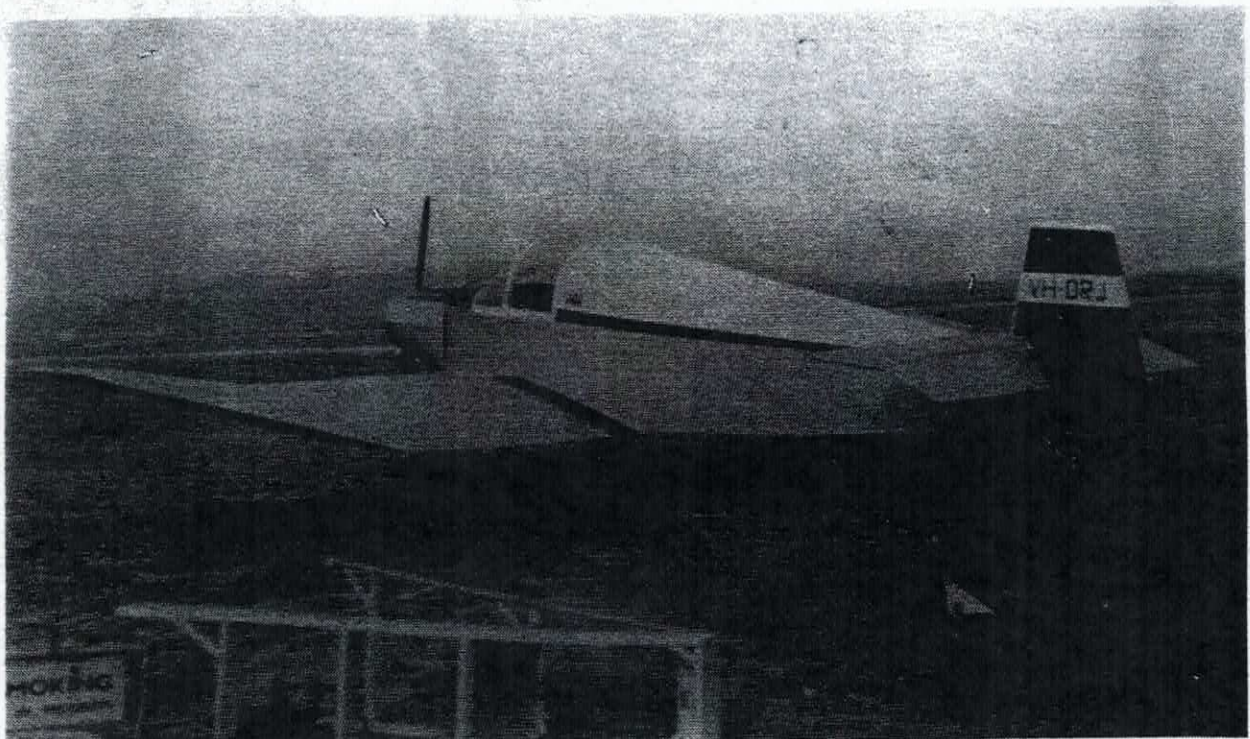


**John Naughton in the cockpit, giving a flying lesson**





**VH-DNR**

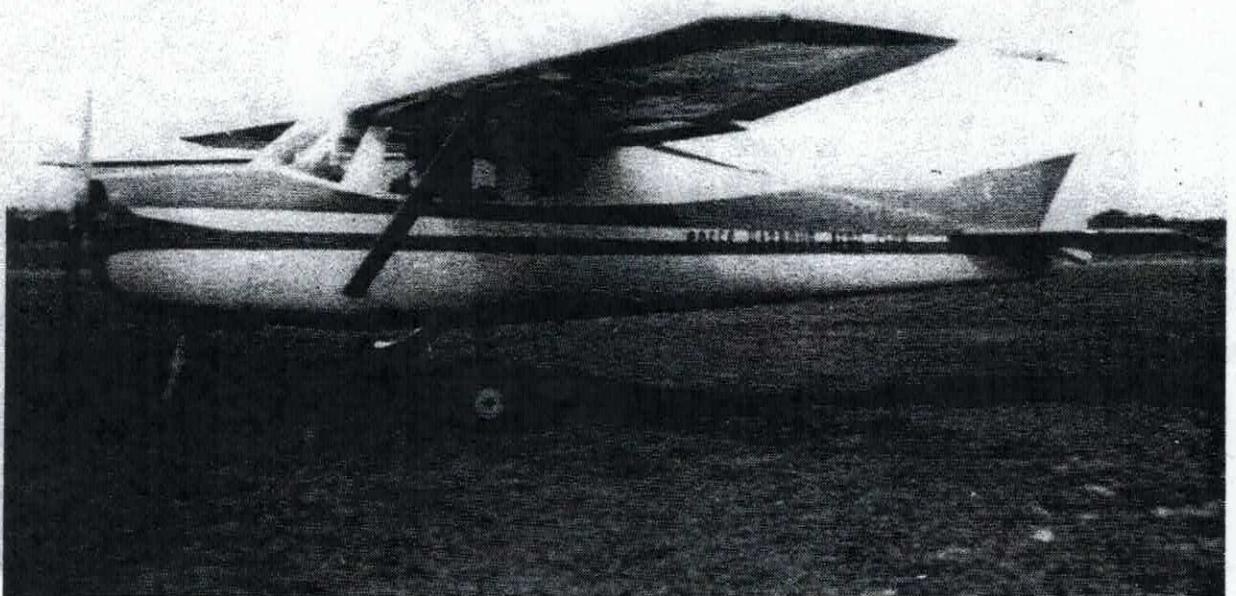


**Dr Robin Jelliffe's unique aircraft**





**Paul Bamford (right) standing in front of the club's Cessna 172 VH-FRA**

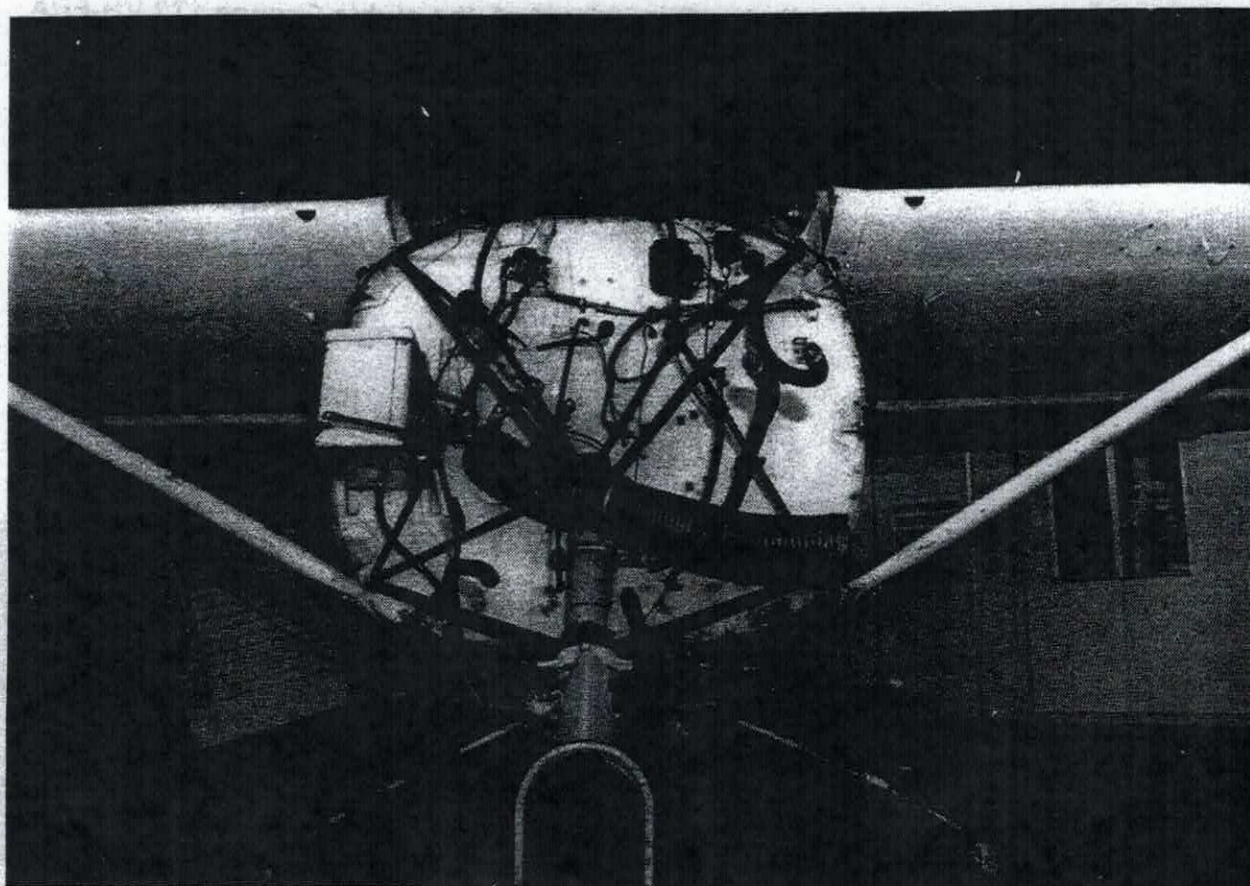


**The club's trainer Cessna 150 VH-RGA**





**VH-RAM fuelled up and ready for work**



**VH-RAE idle in the hangar while her engine is being overhauled**



# **Chapter 5**

## **The Club's 50th Anniversary**

One of the club's highlights has been the celebration of its 50th Anniversary, on September 4 1978.

Unfortunately, no one realised the date was September 4 until a few months before, which because of rules and regulations imposed by the Department of Aviation, meant an air pageant could not be held. However, the Department of Aviation did agree to a super fly-in, in which members from most of the Aero Clubs in NSW helped in making this occasion one to be remembered.

The Roulettes gave a magnificent display, as did the Swallow, the Dove, a DC3, Ultralites, crop-dusters, not to mention the aircraft from a great number of Aero Clubs, plus the Tiger Moths and a helicopter. To finish our 50th Anniversary a Ball was held at the Sawtell R.S.L Club and 300 guests attended.

The Clubhouse also underwent a change in 1978, the office being relocated together with a store room, thus making the interior much bigger and included a postage size dance floor and most importantly - the Lloyd McQuade Bar. For it was considered by all that more hours were flown around the bar than in the air. All these extensions were due to Lloyd McQuade in his selfless efforts in transforming the clubhouse into a larger more useable premises. To help pay for the extensions, the Social Secretary, Mrs Pat Durreen, provided food at the weekends. Her Chilli Concarne was known throughout the flying fraternity, creating a very stimulating atmosphere where, between mouthfuls, everyone discussed flying, aircraft and more flying and aircraft.

## **The Club and the People who make it**

It is worth mentioning here that like all Aero Clubs, the club could not operate successfully (and profitably) without the ladies of the club's social committee. Those wonderful women who get up early in the morning to make sandwiches, coffee, tea and cakes, sometimes catering for 80 or more people with lunches and dinners. Jean Hannaford spent a number of years keeping the refreshments coming to not only our own pilots, but to everyone who should fly in. Joyce Steward then did her stint, after whom Pat Durreen took over. Our lady pilots should not be forgotten too and it has been known that four of them would hire the Cessna 182 and fly down to Sydney or up to Brisbane to go shopping!

We have had the Women Pilots Association converge upon us, including Nancy Bird-Walton. These ladies flew from as far away as Perth in Western Australia just to attend these meetings. The spirit of adventure is still alive, as Judy Riddel (Bowen), together with Jean Livesey and Gwen Myers have proven.

Over the years, the pilots who trained at Coffs Harbour Aero Club have made the big time by flying for Qantas and other airlines, in Australia and overseas, thus providing badly needed jobs. Governments should realise that all Aero Clubs are not just an outlet for sport, they are also a training ground for those ambitious enough to want to fly with the Airlines.



The essence of an Aero Club is the people (members) who belong to it and also the many who use its facilities. Those highly individual homo-sapiens (pilots) who try to emulate the birds come in all shapes and sizes, dress in the most unusual garbs, speak in abbreviations, have a sense of humour, can laugh at themselves, and the nicknames they bestow upon their fellow men are, to say the least, imaginative.

They will take any excuse to fly, particularly in any aircraft that has flown in and which is away from the norm. The owner has only to ask "want to come up?" "Too right!" Then begins the questions and answers. After a few circuits they come in to land, where all the other pilots watch critically from the Clubhouse. It may be added that pilots will criticise any aircraft including the Army, Navy and Air Force. When they have criticised everything from the colour to the configuration they will then start upon the quality of the beer - it was ever thus.

Once, a group of us members flew to the Redcliffe Aero Club in Queensland to a fly-in and we were given a wonderful welcome. We indulged in the flying competitions - the Coffs Harbour Aero Club "pitting their skills" against the Redcliffe Aero Club. There was a marvellous dinner put on for us in the evening, then on the following day we prepared for the flight back home. As we had a few hours to spare, the decision was made to fly north for a little sight seeing. Pat and Dallas Durreen, Lloyd McQuade and I took off, followed by Mick and Esme Hinton and Ron and Fran Keevers in Mick's Comanche. One of the most remarkable sights were the Glasshouse Mountains. Pat and I sitting in the back spent the time saying 'ooh - isn't it terrific!' 'ooh - look at the shape of that mountain!' Lloyd, who was flying said, 'do you want to get a better look?' We both agreed and with that, Lloyd banked 90 degrees and yours truly blacked out! That was my first introduction to the 'G' force and when I came round, I found myself looking down the wing towards the ground. Although I must admit it was a fantastic way to view the mountains. Flying back along the coast was interesting too, particularly on a clear day as we had when you can have such a magnificent view of all the banana plantations and the roof-tops of the plantation houses - red, blue and rusty.

When one looks at the sophisticated aircraft of today, it is hard to realise that many years ago a pilot was trained in an open cockpit, fabric built aeroplane. Reg Hannaford was telling me that he first began on gliders in 1934, after which he changed over to power aircraft. He trained in a Gypsy Moth and between 1936 and 1937 travelled to gain his pilot's licence. The Gypsy Moth had on the instrument panel, the altimeter, compass, rev counter, turn and back indicator. For navigation, he used graph charts. After five hours he became solo, and, after 10 hours received his restricted licence. To gain his unrestricted licence, he had to fly 100 miles and land on a mark on the runway back at the aerodrome. An instructor came up from Newcastle Aero Club to train pilots once a week. When World War Two broke out, although in the Army, he re-mustered to the R.A.A.F. and spent the war years in training pilots on Tiger Moths, as a warrant officer.

Today, a would be pilot has to learn a lot more owing to the progress of technology in engines, navigation aids, safety measures, endurance and speed. He or she must thoroughly know their Basic Aeronautical Knowledge (B A K) which consists of a working knowledge of engines, weight and balance. An aircraft will fly if the student pilot masters the four essential features of thrust, drag, lift and weight; he must know configuration, radio procedures and legislation. The Instructor will take the student up in the aircraft so that he can put this knowledge to practical use, including spins and stalls and how to cope with them so that he does not make a big hole in someone's banana plantation. After all, so very messy!



After flying between 10 hours and 15 hours, the student pilot will be allowed to go solo, but only if the Instructor deems he or she competent enough. The student will need 33 hours of flying time on 18 hours dual and 15 hours solo, after which he will, with luck, gain his restricted pilots licence provided he has passed his examinations. With another 22 hours of 15 hours dual and 7 hours solo he will probably wear his wings as an unrestricted pilot, allowing him to fly anywhere. Of course, the pilot must know meteorology and navigation, so that if he is flying to Brisbane he does not finish up at Darwin in the middle of a thunderstorm. Very off-putting, not to mention a very red face.

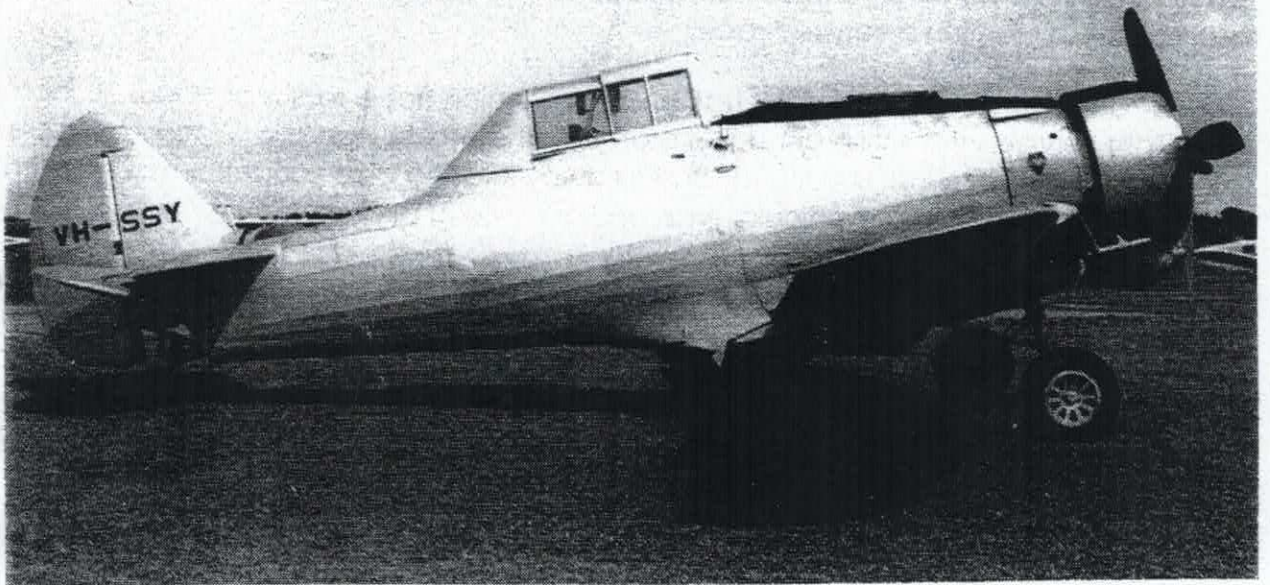
Here at Coffs Harbour we have Air Traffic Control, which has a radius of about 20 kilometres and Flight Service which can control aircraft anywhere over Australia. It must be realised a pilot cannot just jump into an aircraft and fly away into the blue yonder, unless he has been properly endorsed on that particular type and or make of aircraft.

With wariness the Coffs Harbour Aero Club knew that the Council was to take over the airport from the Commonwealth and were conducting a study, the result of which was not received with joy, particularly when the Aero Club was not even consulted. Neither was anyone else for that matter!

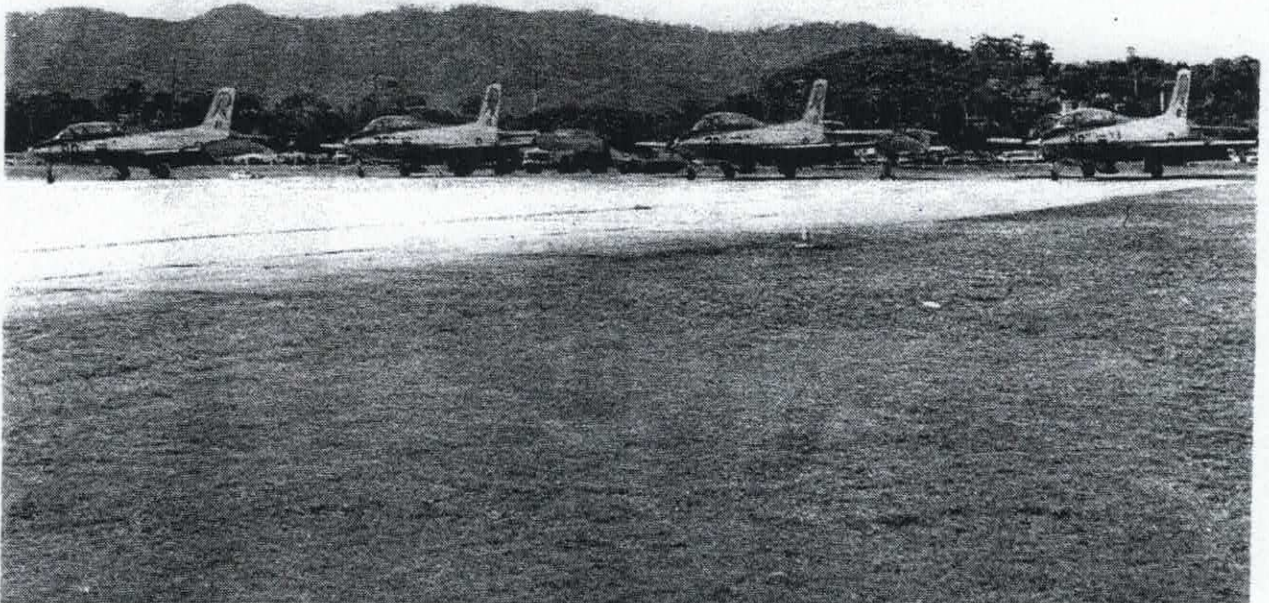


Inspecting the Machi Jet Fighter on display



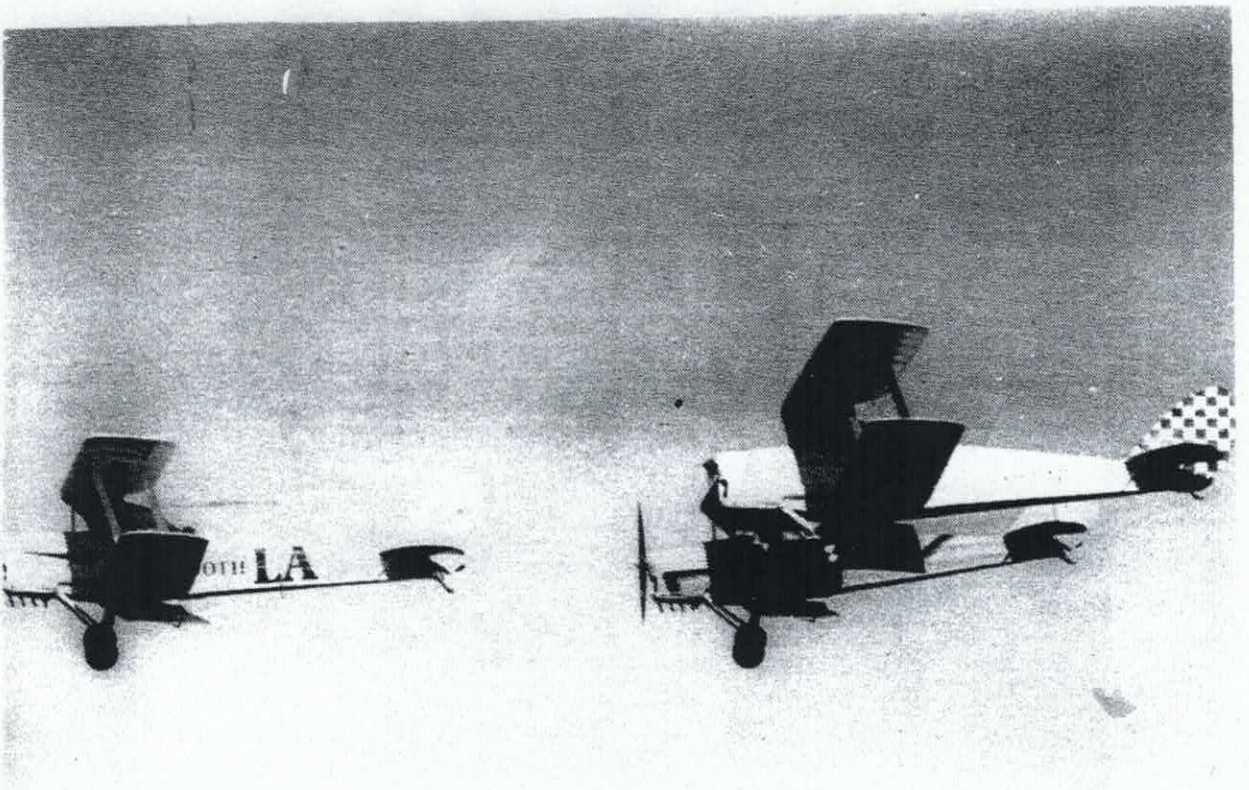


**A Wirraway single engine aircraft**

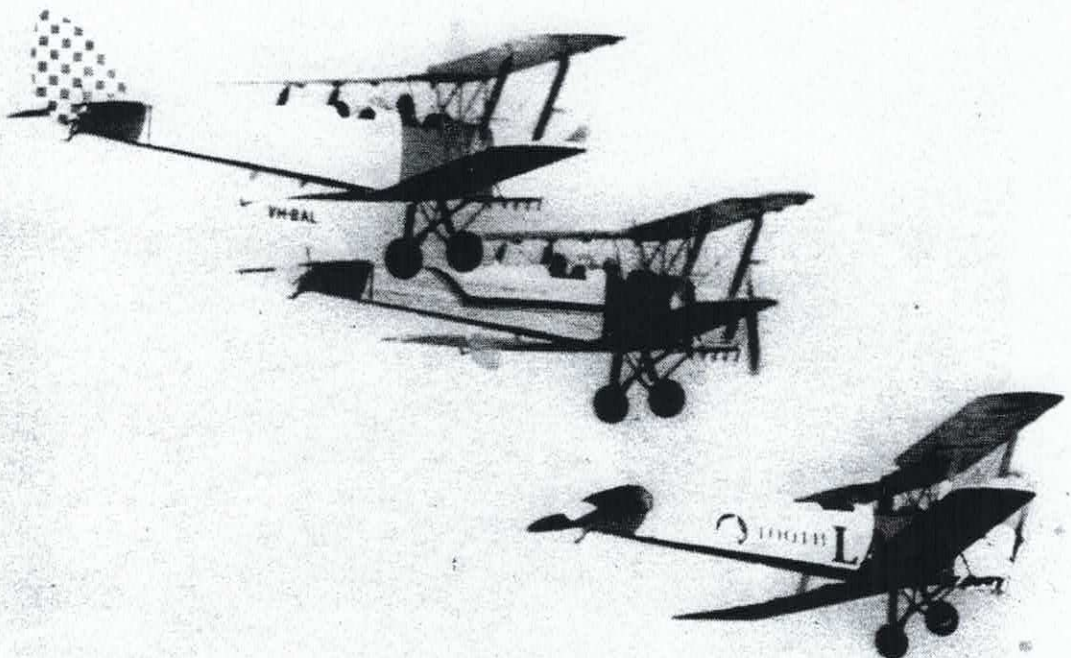


**The Roulettes ready to take off for their next performance**





**The Tiger Moths flying in formation**



**The Tiger Moths coming into land**



## **The Big Birds Came Too...**



## **The R.A.A.F's BAC-111**

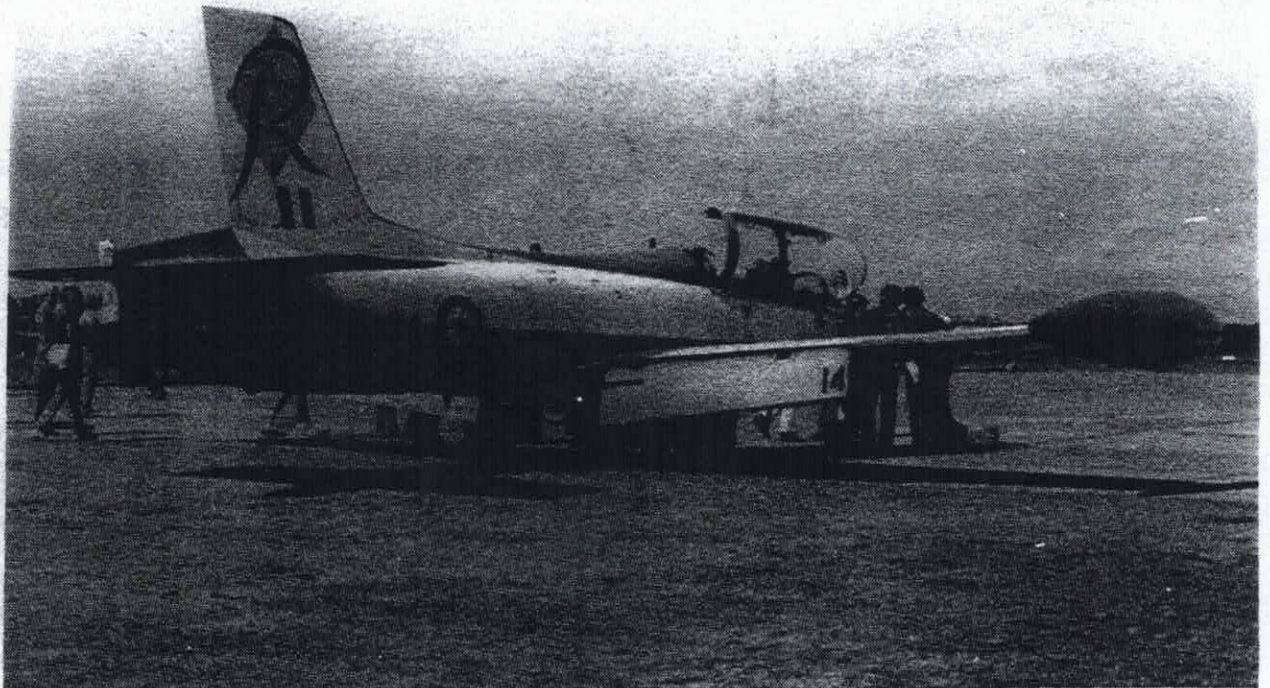


## **Ansett's (Air New South Wales) Fokker F27**



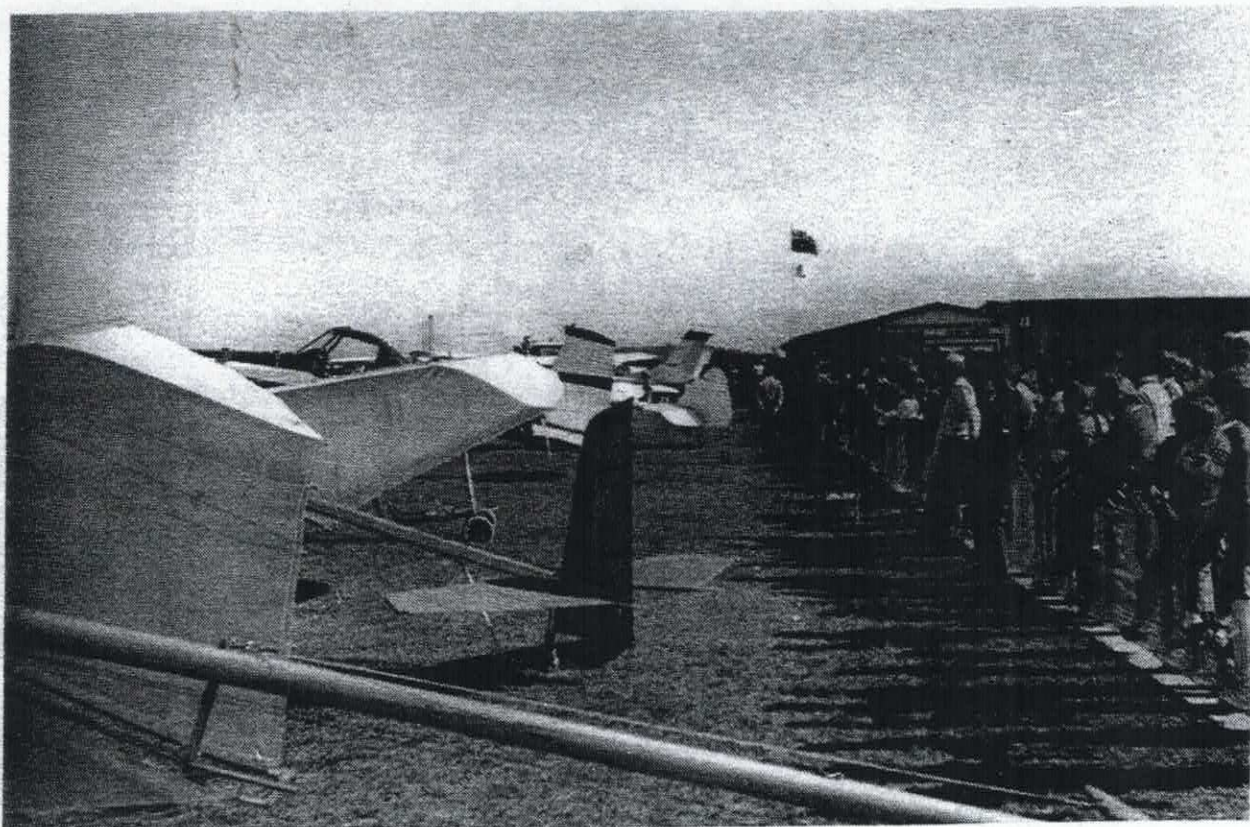


**Visitors having a close look at one of the aircraft on display**



**One of the Roulettes being inspected**





**Spectators line the boundary to get a closer look at the line of aircraft on display**



**One of the visiting pilots shows his aircraft to an interested spectator**



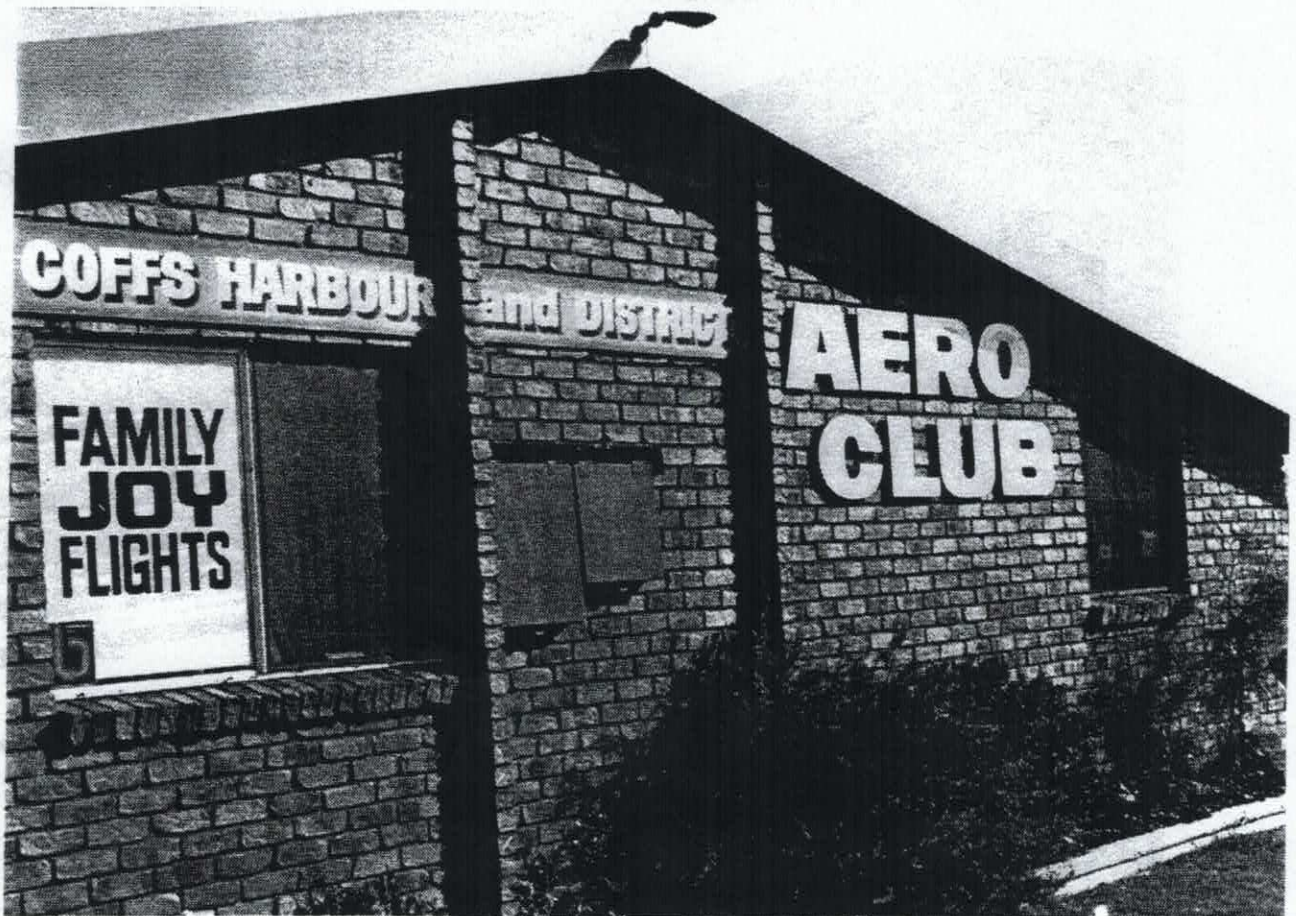
## Chapter 6

### The Club Extends into the Eighties

Prior to 1981 the club house underwent a change from a large hut to a better arrangement, making it a club house. The office was brought forward to the front of the building, a postage size dance floor was added, also a rather important bar. Needless to say, Lloyd Macquade did most of the work. The bar ultimately became the Lloyd MacQuade Bar, which was so endorsed by the president Dr Robin Jelliffe, amidst much merriment.

However, in 1981 Lloyd decided the club house was not big enough and promptly did something about it. The concrete slab went down, then the walls were put into position. The roof came later and it was designed to withstand 300 knot winds, essential at the time, as Coffs Harbour was experiencing cyclonic winds.

The club house interior boasts walls of beautiful mahogany facings, which were donated by Alan Taylor. The two poles holding the Walrus propeller were donated by Ces Hoy, the carpet surrounding the dance floor by the then department store Waltons. Members such as Dallas Durreen donated electric contracting work and fittings, Brian Kane (who became president) the plumbing and Dawson's the cupboards and laminex.

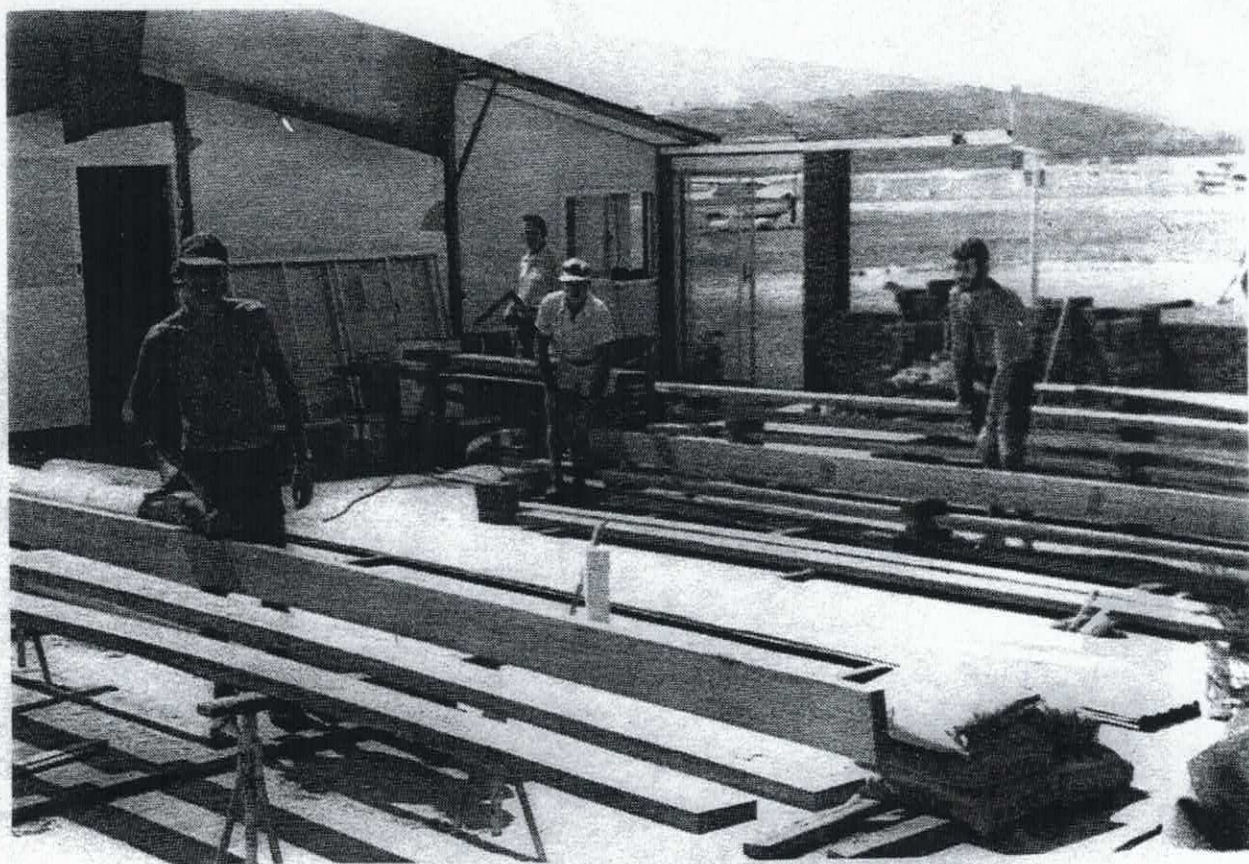


The club house as we now see it from the carpark





**The club house is finally getting bigger**



**Work progressing on the new extensions**



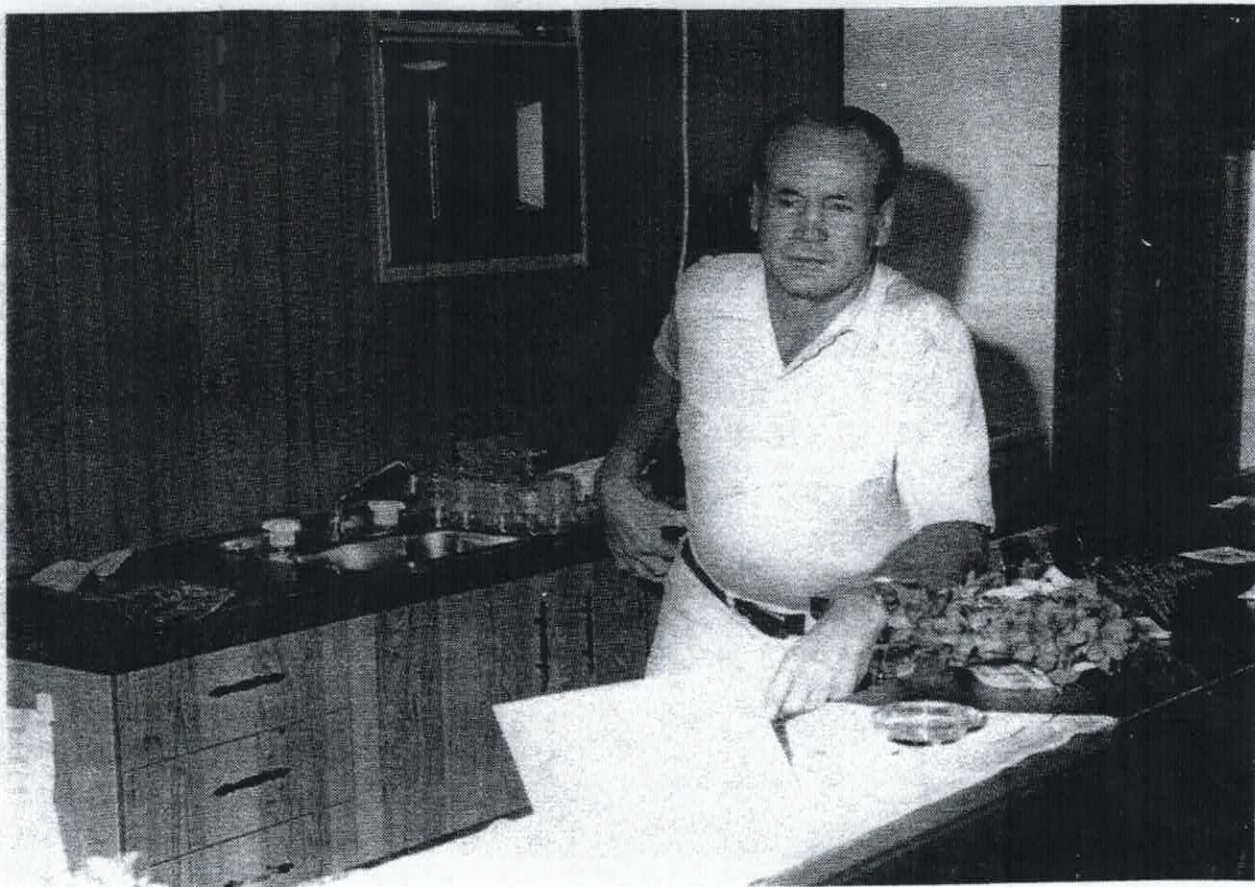


Before the club house was 'bricked in'



As it used to look





**Lloyd McQuade at 'his' bar**



**The club's main street entry - through the gardens**



## Chapter 7

### Nancy Bird-Walton

The Club was honoured to have a very famous aviatrix visit in the person of Nancy Bird-Walton. Her first lesson was in a DH-60 - a Gypsy Moth with Charles Kingsford-Smith in August 1933. Her keenness in flying spurred her on to gaining her Commercial Licence in March 1934 and, at the age of 19 years, she became the youngest commercial pilot in the British Empire.

In about 1935 she bought a re-built Moth and, with Peg Kelman (nee McKillop), went barnstorming out West. Between 1935 and 1939 Nancy was with the Far West Health Scheme and at that time she bought a new Leopard Moth chartering for the Aerial Ambulance. In 1936 she entered in the Brisbane - Adelaide Air Race, which was won by Reg Ansett with Nancy winning the Ladies Trophy. She entered the Powder Puff Race in America and came in fifth.

By going overseas in 1938 for an Exhibition "Aerial Wings the World Over" she gained international renown. In 1964 this enterprising woman was raising funds for the Aerial Ambulance and, in 1966, she was awarded the O.B.E. for services to Aviation. Her founding of the Womens Pilots Association has endeared her to many women pilots. Her book "Born to Fly" has made her a much sought after person.



Nancy-Bird Walton arriving at Coffs Harbour with her son John, who is now following in his mother's footsteps and has taken to the air. They flew into Coffs Harbour in their new Partnavia, which carries the same registration as her old Leopard Moth.



## **Special Visitors**

### **The Russians Paid Us A Visit**

Boxing Day, December 26, 1991 and the Coffs Harbour and District Aero Club had the privilege of hosting the Russian aviators. The group flew to Australia, via China, Laos, Thailand, Malaysia and Indonesia. They were originally led by Cosmonaut Igor Volt, president of the Russian Amateur Aviation Federation, but he had to suddenly return to Russia and was replaced by Russian test pilot Victor Zabolotsky.

This was the first goodwill visit to Australia by the group of 34 Russian general aviation pilots. Their visit was non-political of course and the closest thing the pilots got to politics in Coffs Harbour was their official welcome by Cr David Berry. Though 'back home in Russia' things were about to change with the sudden overnight announcement that Mikhail Gorbachev had resigned and the 11 republics were considering their uncertain future as the Commonwealth Independent States (CIS).

However the main concerns of the Russian pilots at the Aero Club were adventure and hospitality as they moved towards the end of their Australian odyssey.

I arrived at the Aero Club at about 9am and people were gathering to witness this historical occasion. Our Secretary Manager Mrs Margaret Bridgman, was running wither and thither trying to make certain all was in order. As soon as she saw me, she asked me to man the phones, which never stopped ringing with people wanting to know when the Russians were landing.

As in all aviation, flying is governed by many things; people, aircraft and weather - to name but a few. Meaning of course the Russians were late by exactly one hour. They graced us with a fly-pass (I missed that!), with the seven four seater YAK - 18T followed by the largest single aircraft in the world - a bi-wing Antalov, a tail dragger, which can carry 12. To our surprise, a white Citation, owned and piloted by Mr Dick Smith landed closely behind the Russians.

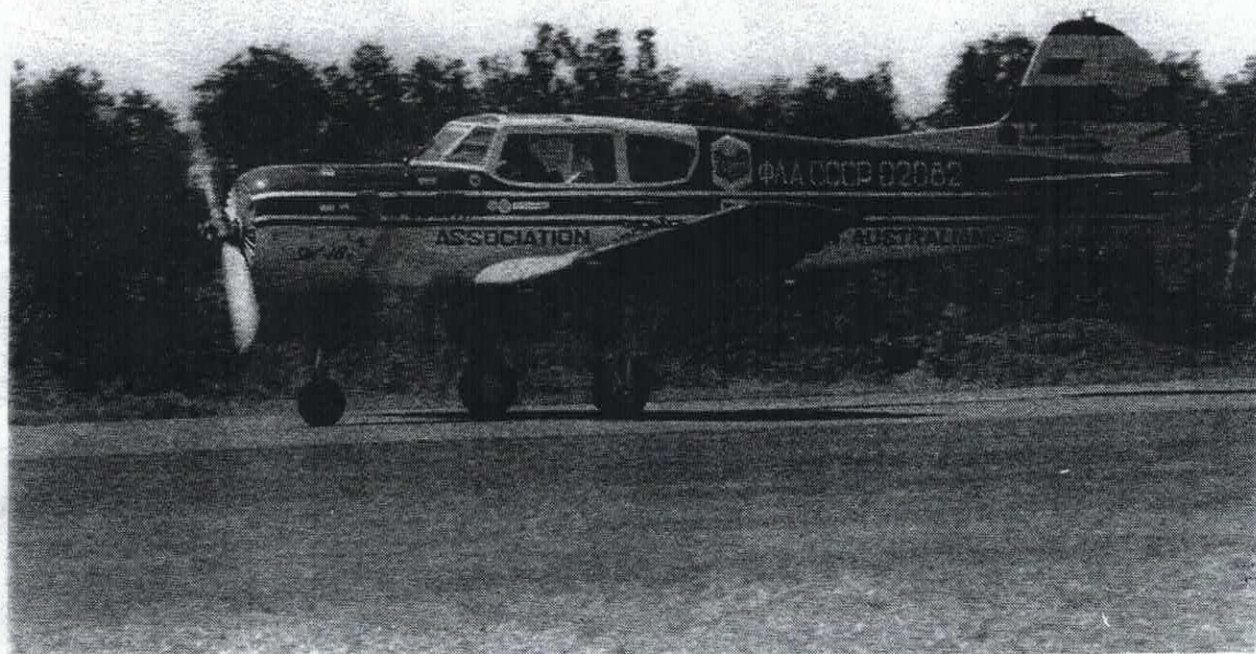
The Russian signage of their now dented and battered aircraft (most of these acquired during their journey here) was well overlaid with many Australian emblems from the Northern Territory, BHP and their avgas supplier Mobil.

Everyone was permitted to inspect these unique aircraft and our pilots thoroughly enjoyed themselves climbing in and out of them, knowing they may not have the opportunity of seeing Russian aircraft again in such close quarters. We all adjourned to the club room, where two of the Coffs Harbour City Council aldermen presented each of the Russians with a scroll commemorating the visit. The council's Tourist Information Bureau gave each Russian a bag full of goodies, including some of our local bananas.

All this proved aviation certainly was International!

The Russians left Coffs Harbour on Friday December 27, after only one night's stay to slowly return home, via Brisbane, Normanton and Darwin.





**A dual wing single-engined 12-seat Russian Antonov-20 on the runway**



**A single-engined four seat Yak - 18T flies in**





**Russian test-pilot Victor Zabolotsky in front of an Antonov-2**



**Pilot Andrei Volkov, captain of one of the seven Yak - 18T's**





**The Antonov-2 dwarfs the crowd of sightseers**



**(foreground) One of the Yak - 18T's, background one of the Antonov-2 aircraft**



# Chapter 9

## Flight Services Wake

One of the saddest moments in the history of Aero Clubs in Australia was the disbandment of Flight Service on June 24 1992. On July 4 1992, a wake was held in memory of the now defunct Flight Service at which about 300 attended. Many ex-flight service personnel flew in from Sydney, Armidale, Taree and Tamworth and many more places, to honour Mr Bruce Gow and his professional colleagues and to commemorate this sorry state of things. The general public do not know what a magnificent 45 years of service these people gave to aviation, controlling aircraft in air pageants and air races.

Aircraft pilots would talk to the friendly voice of Flight Service who warned how many aircraft were in the vicinity and where to look for them; what the weather conditions were like; phone someone for a car; order Chinese food; find errant husbands and 'has the Comanche arrived in Cairns yet and will you ask him to phone home.'

It is doubtful whether a satellite would show the same humanity; it is a bit difficult to ask a satellite to have a beer when they have landed you safe and sound on terra firma.

## Banana Republic

Politicians have warned that if their ideas and policies were not implemented, Australia would become a Banana Republic. However, the tourist officer at the time had already made Coffs Harbour as a Banana Republic in its own right, complete with an Airforce, which consisted of four Cessnas, four Tiger Moths, Pipers and a V-Tailed Beechcraft Bonanza. Today we only have one Tiger Moth. The Republic issued passports as well as \$3 notes and special awards.

Every year would see a 'coup d'etat', causing fun and nonsense as the new 'El Presidente' would fly in to take over. This was a most successful tourist promotion. Our last 'El Presidente' and most popular, were the twins Toni Mooy and Adelie Hurley, who graced the Club and Coffs Harbour in their flowing yellow gowns.

Unfortunately the council and a few minority people felt the whole banana republic idea was all rather childish - nevertheless Woolgoolga did not agree and they were most pleased to accept the twins in their 'republic promotions'. Though the Coffs Harbour Republic Air Force had not been disbanded and still carries the flag of the republic.

## Lady Pilots

One of our lady pilots is Judy Riddel, (nee Bowen), whose interest in flying came from her father who served in the Australian Flying Corps in the first world war.

Judy commenced flying training at the Coffs Harbour Aero Club in 1964, having learnt her theory through the College of Civil Aviation and she was the second woman to attain an unrestricted P P L. in the club and it's first commercial pilot.

At that time, charter flight passengers were still a novelty, though two noteworthy passengers were the prelate of Australia, the noted botanist Thistle Harris and P (Doug) McClelland.



One of Judy's most interesting charters in June 1970 covered nine days and 40 hours flying in a Cherokee Six. The charter was for the Renault company, which in conjunction with the Ampol Petroleum's Reliability Car Trial involved flying personnel and spare parts as required around the various parts of the course. The club was proud of Judy's efforts and in 1971 awarded her a life membership.

In July 1973, Roy (her ex RAAF flying dentist husband) and herself sponsored themselves in the club's PA 24 VH - 1MF, with the slogan which caused considerable amusement -

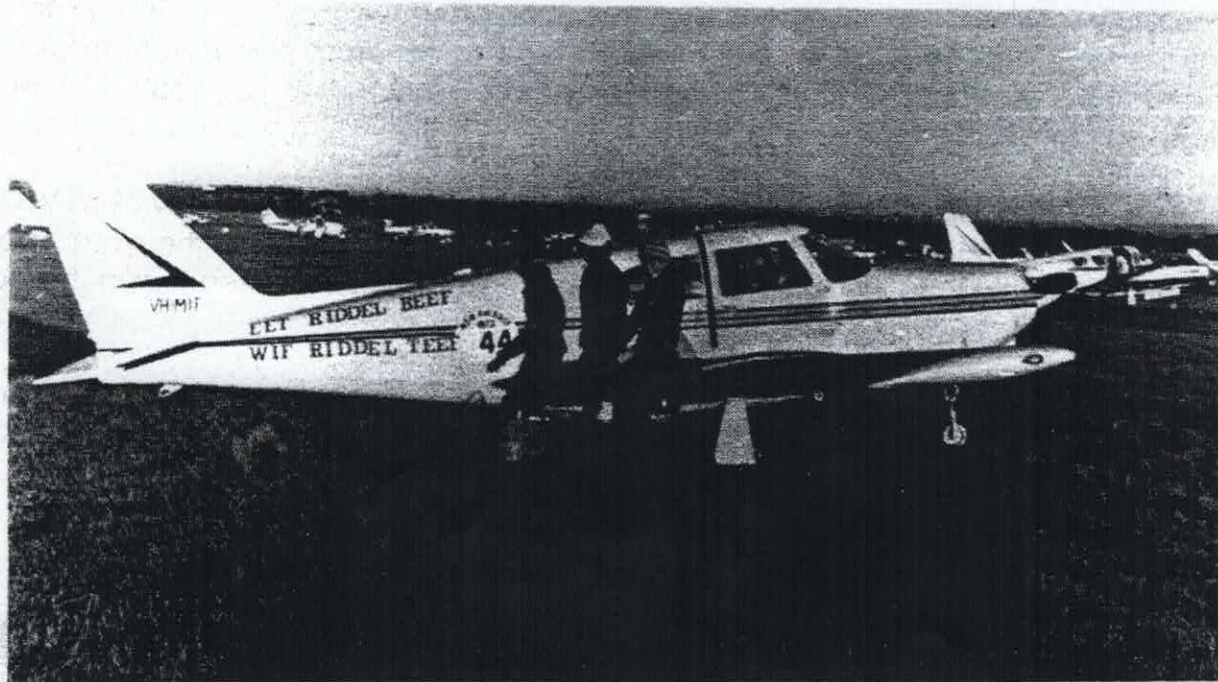
**'Eat Riddel Beef,**

**Wif Riddel Teef'.**

Sue Riddel (their daughter) also wore a pullover suitably inscribed 'ballast'.

In June 1974, Roy, with Liz Black as pilot, Sue and Judy were participants in the Hinkler Air Race which started at Archerfield (Brisbane) and arrived back at Coffs Harbour via Narrabri, then returned to Archerfield via Dalby. The CH FSU (now defunct flight service unit) wondered what hit them - one classic direction from the tower was 'all go around and sort yourselves out, we give up.'

Other lady pilots who still fly are Gwen Myers, Liz Black, Jean Livesey, to mention a few.



**The Riddel's aircraft with their 'infamous' logo on the side**



# Chapter 10

## The Vickers Replica Flies in for a Visit

The world's largest replica aeroplane, the Vickers Vimy bi-plane 'Spirit of Brooklands' 'touched down' at the Coffs Harbour & District Aero Club on Wednesday November 2, 1994. The flight encompassed 17 nations, 22000 kilometres and 180 flying hours. During the flight sector from Brisbane to Coffs Harbour, the aircraft set a speed flying record for the journey, having reached a maximum speed of 106 knots, which was attributed to the heavy tailwinds.

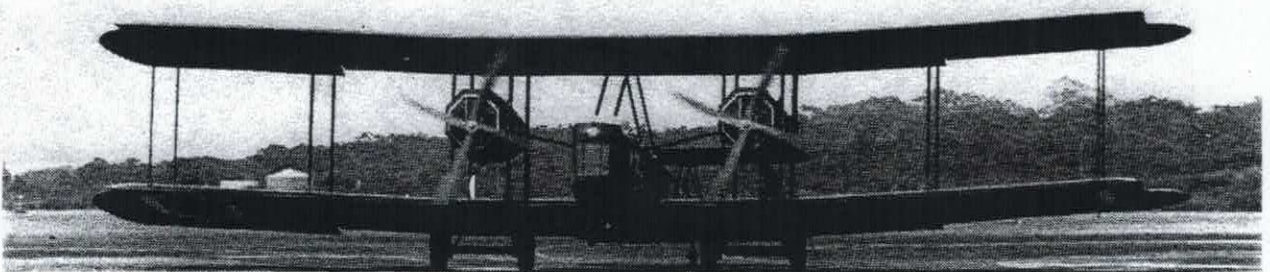
The 'Spirit of Brooklands' was flown by retired Australian Army pilot Lang Kidby, engineer Don Nelson and American aviator/owner of the aircraft Peter McMillan. They left on their journey from England on September 11, to retrace the flight path taken by brothers Keith and Ross Smith back in 1919, which was prompted by the then Australian Prime Minister Billy Hughes, who offered 10,000 pounds (\$20,000) to the first Australian aviators to complete the trip in less than 30 days. It was during that historical flight, the aircraft landed on Coffs Harbour race track.

According to the Vickers Vimy pilot Lang Kidby, the crew experienced 'some pretty unpleasant conditions' along the way, including snow in the cockpit in the first 24 hours, icy winds, a dust storm and rain. The aircraft was also naturally unstable and required constant attention from pilot Lang Kidby.

The Vickers Vimy replica took 60 weeks to build and cost \$1 million dollars. It had a wing span of 20 metres, stood 4.5 metres from the ground and weighed six tonnes. Every effort was made to duplicate the original materials used to construct the aircraft, though they had to make do with Chevrolet V8 engines, as the original Rolls Royce Eagle V12 were no longer obtainable.

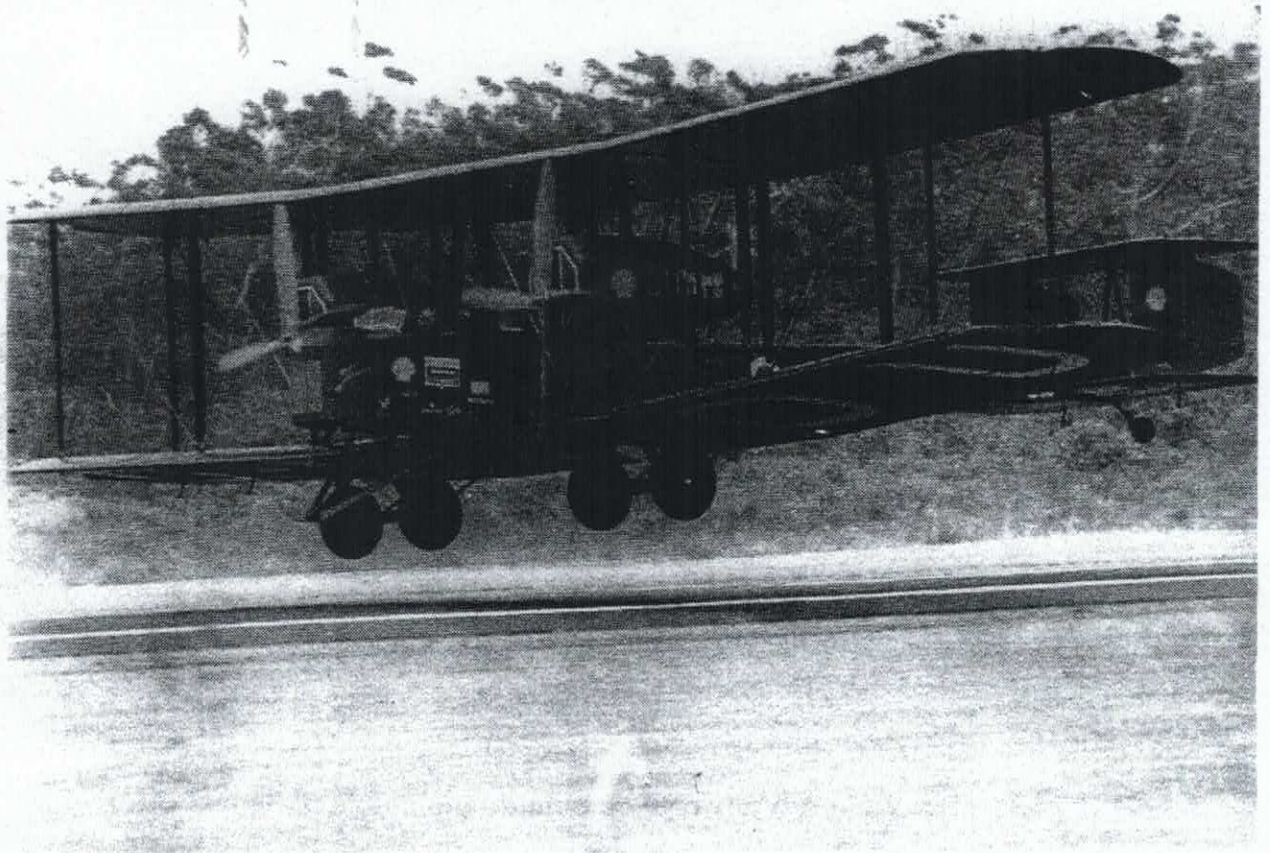
A group of Aero Club aircraft, including a Tiger Moth, flew out to escort the Vickers Vimy into Coffs Harbour. The club also held a special fundraising barbeque on the evening of the aircraft's arrival, to raise funds to help cover maintenance costs incurred during the journey to Australia.

The Vickers Vimy replica left Coffs Harbour at 6:30am on Thursday November 3, for Sydney, Canberra and Adelaide.



**The Vickers Vimy 'Spirit of Brooklands' arriving at Coffs Harbour Airport**





The Vickers Replica touching down



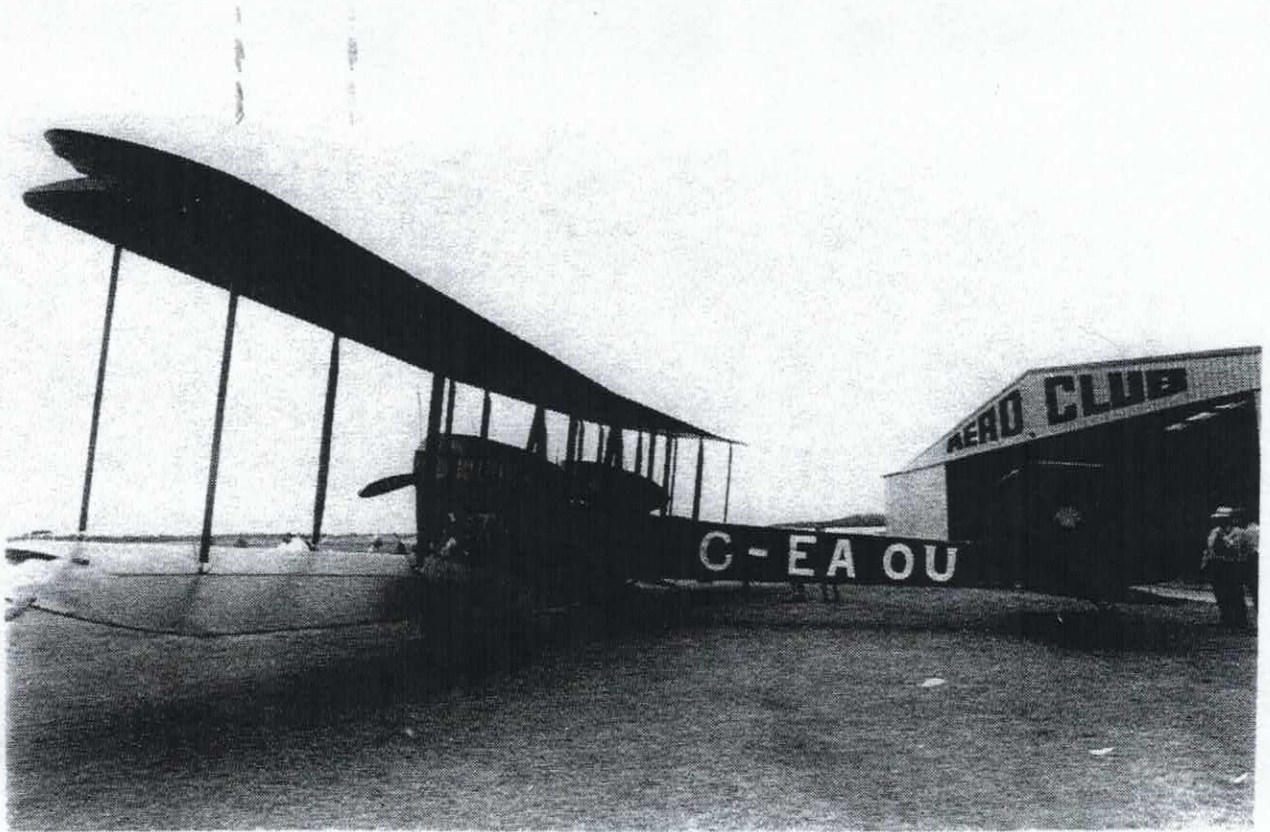
VICKERS VIMY 2 ROLLS-ROYCE EAGLE ENGINES. ENGLAND TO AUSTRALIA. 12TH NOVEMBER - 10TH DECEMBER 1919

*L. a. F. H.*

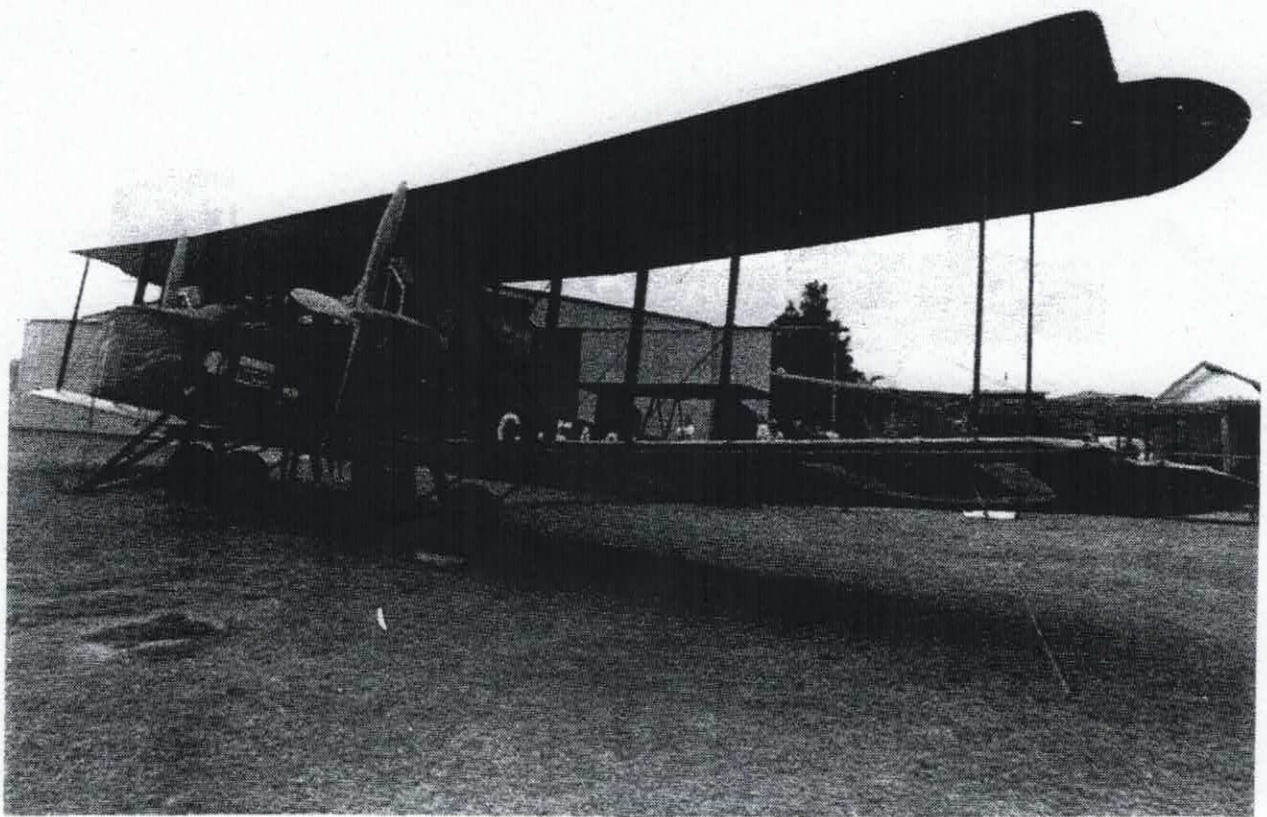
*Capt. H. H. H.  
2 Nov 1919  
Vimy 19/10/19*

A copy of the autographed print the crew gave out





**The Vickers Vimy replica outside the club's hangar**



**The Vickers Vimy from another angle**

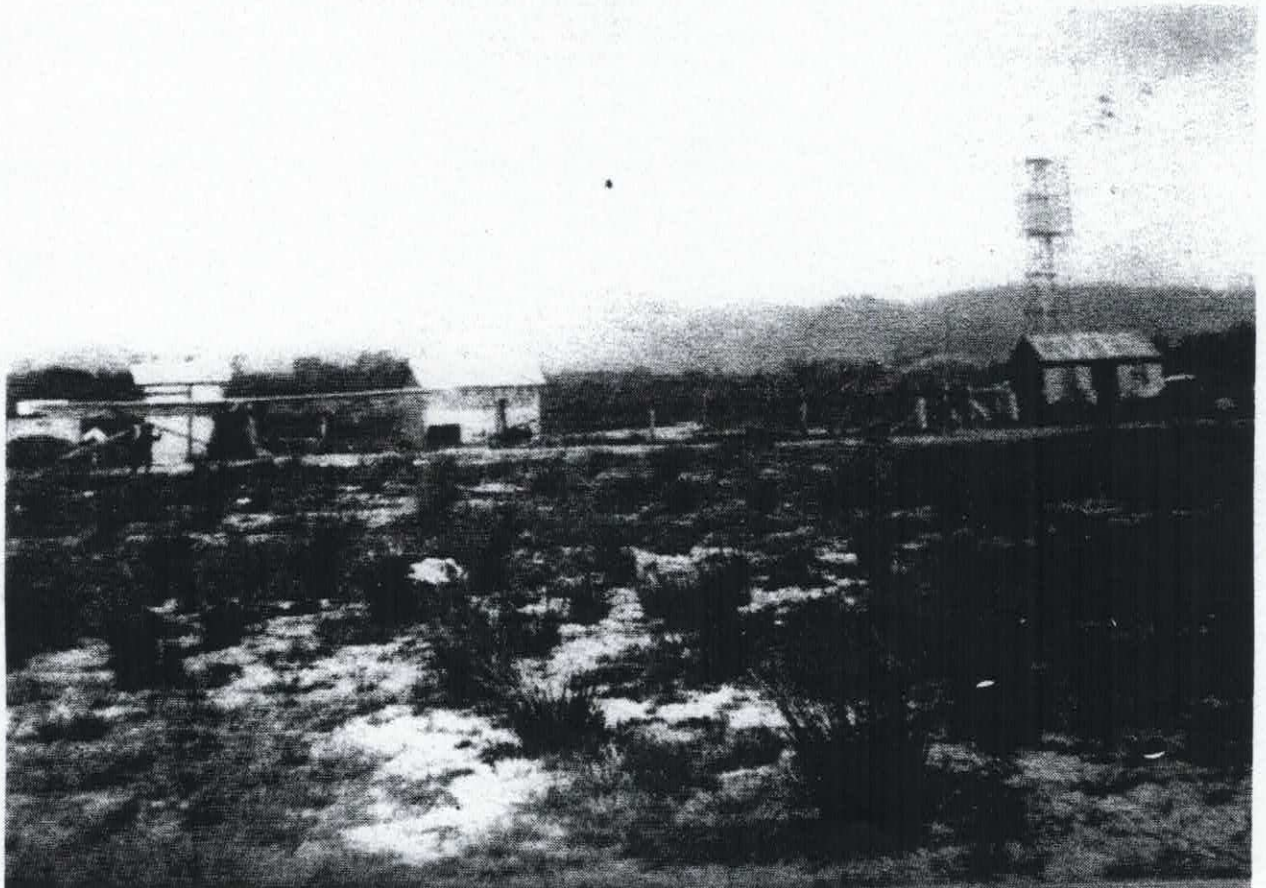


# Chapter 11

## The Land for the Airport is Acquired

The following pages are copies of the government gazettes which related to the requisition of the land for the Coffs Harbour aerodrome (airport) from the federal government. Copies of the documents in the following pages have been reproduced from copies received from the R.A.A.F.'s Historical Section, Department of Defence, Air Force Office, A-LG-02, Russell Offices, Canberra.

The land where the airport now stands was originally acquired in three parcel lots. The first on June 16, 1937, consisting of 343 acres and 2 roods (137ha), a second 14 acres, 2 roods and 11 perches (5.6ha) was acquired on October 24, 1945 and 188 acres and 1 rood, (about 75ha), which ran adjacent to the north coast railway line, on December 18, 1941.



**The Coffs Harbour airport circa 1939 - showing the original (main) buildings**



[Excerpt from *Document, 1937, 9, 1, A. 1937, 1937, No. 33, dated 1st July, 1937.*]

The Lands Acquisition Act 1906-1936.  
NOTIFICATION OF THE ACQUISITION OF LAND BY THE  
COMMONWEALTH.

It is hereby notified and declared by His Excellency the Governor-General, acting with the advice of the Federal Executive Council, that the land hereunder described together with all tanks and buildings, if any, thereon, has been acquired by the Commonwealth under the *Lands Acquisition Act 1904-1936*, for the following public purpose, namely:—  
Defence purposes at Coles Harbour, New South Wales.—  
C.L.2432.

Dated this sixteenth day of June, One thousand nine hundred and twenty seven.

GOWRIE  
Governor-General.

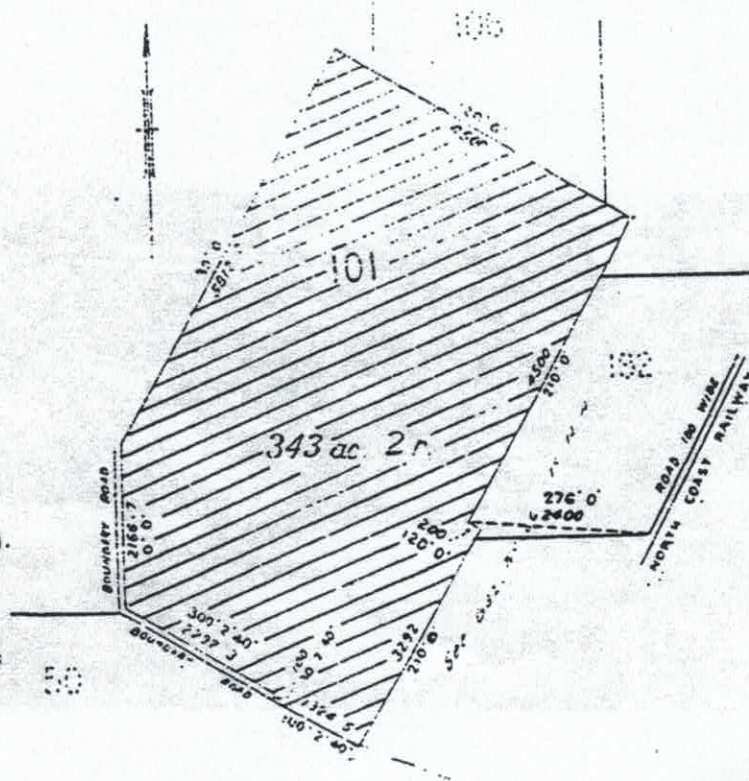
By His Excellency's Command.

T. PATERSON.  
Minister of State for the Interior.

RAAF HISTORICAL SECTION  
DEPARTMENT OF DEFENCE  
AIR FORCE OFFICE  
A-LG-02  
RUSSELL OFFICES  
CANBERRA A.C.T. 2600

DESCRIPTION OF LAND REFERRED TO.

All that piece of land containing an area of 343 acres & roads more or less being portion 101. Parish of Bonville. County of Raleigh. State of New South Wales, as shown hatched on plan hereunder.

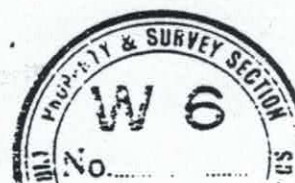


Chartered on L.P. No 9  
ACQ. 547  
22.6.52

— SCALE —

30 0 20

CHAINS CHAINS





[Extract from Commonwealth of Australia Gazette, No. 211,  
dated 1st November, 1943.]

COMMONWEALTH OF AUSTRALIA  
The Lands Acquisition Act 1906-1936.  
NOTIFICATION OF THE ACQUISITION OF LAND BY  
THE COMMONWEALTH.

It is hereby notified and declared by His Royal Highness the Governor-General acting with the advice of the Federal Executive Council, that the land hereunder described has been acquired by the Commonwealth under the Lands Acquisition Act 1906-1936, for the following public purpose, namely: Purposes of the Commonwealth at Coff's Harbour, New South Wales.—(C.L.11515.)

Dated this twenty-fourth day of October, One thousand nine hundred and forty-five.

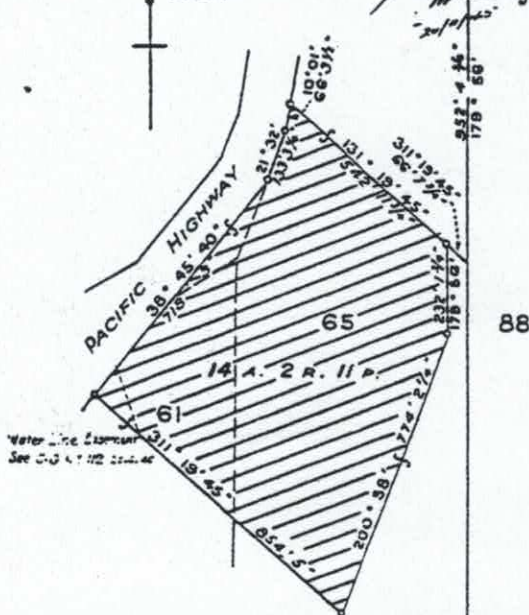
HENRY  
Governor-General.

By His Royal Highness's Command,  
J. S. COLLINGS  
for Minister of State for the Interior.

DESCRIPTION OF LAND REFERRED TO.

All that piece of land containing an area of 14 acres 2 roods 11 perches more or less being part of Pacific Highway and part of Portions 61 and 65 Parish of Bonville County of Raleigh State of New South Wales as shown hachured on plan hereunder: Commencing at a point which bears 179 degrees 56 minutes 952 feet 4 1/2 inches and 311 degrees 19 minutes 43 seconds 66 feet 7 1/2 inches from the intersection of a southeastern side of road R 11130-1603 with the western boundary of Portion 38 Parish of Bonville and bounded thence by lines bearing 179 degrees 56 minutes 232 feet 1 1/2 inches 200 degrees 38 minutes 774 feet 3 1/2 inches and 311 degrees 19 minutes 43 seconds 354 feet 5 inches thence by part of a southeastern side of Pacific Highway and a line bearing in all 38 degrees 45 minutes 40 seconds 718 feet 9 inches thence by parts of other southeastern sides of Pacific Highway bearing 21 degrees 32 minutes 133 feet 3 1/2 inches and 10 degrees 1 minute 66 feet 3 1/2 inches thence by a line bearing 131 degrees 19 minutes 43 seconds 542 feet 11 1/2 inches to the point of commencement.

COFF'S HARBOUR N.S.W.  
W/T TRANSMISSION STATION  
A.3470 H.2055  
Road R11130-1603  
Noted on L.P. N/9



— SCALE —

Ft. 400 0 400 Ft.  
N. 111 G

By Authority: L. F. JOHNSTON, Commonwealth Govt. Printer, Canberra.

[Extract from Commonwealth of Australia Gazette, No. 208,  
dated 18th December, 1941.]

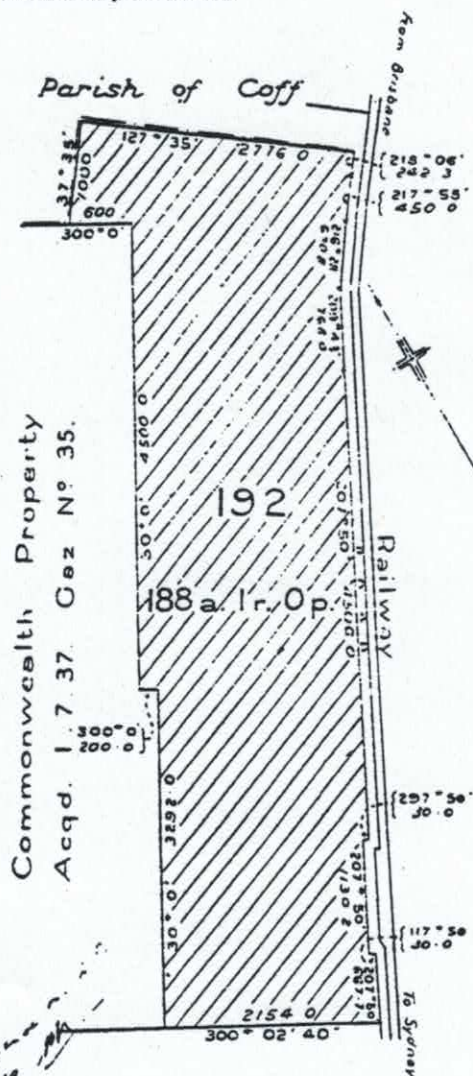
ACQUISITION BY AGREEMENT OF LAND FOR DEFENCE  
PURPOSES AT COFF'S HARBOUR, NEW SOUTH  
WALES.

HIS Excellency the Governor-General in Council, pursuant to section 6 of the Lands Acquisition Act 1906-1936, has agreed with His Excellency the Governor of the State of New South Wales to the acquisition by the Commonwealth of the land described in the schedule hereunder.—(C.L.3789.)

J. S. COLLINGS  
Minister of State for the Interior.

SCHEDULE

All that piece of land containing an area of 188 acres 1 rood more or less being Portion 192, Parish of Bonville, County of Raleigh, State of New South Wales, as shown hachured on plan hereunder.



— SCALE —

Chs. 15 10 5 0 5 10 15 Chs.

By Authority: L. F. JOHNSTON, Commonwealth Govt. Printer, Canberra.



RAAF HISTORICAL SECTION  
DEPARTMENT OF DEFENCE  
AIR FORCE OFFICE  
A-LG-02  
RUSSELL OFFICES  
CANBERRA A.C.T. 2600

*Ac. 544*

[Extract from *Commonwealth of Australia Gazette*, No. 266,  
dated 18th December, 1941.]

ACQUISITION BY AGREEMENT OF LAND FOR DEFENCE  
PURPOSES AT COFF'S HARBOUR, NEW SOUTH  
WALES.

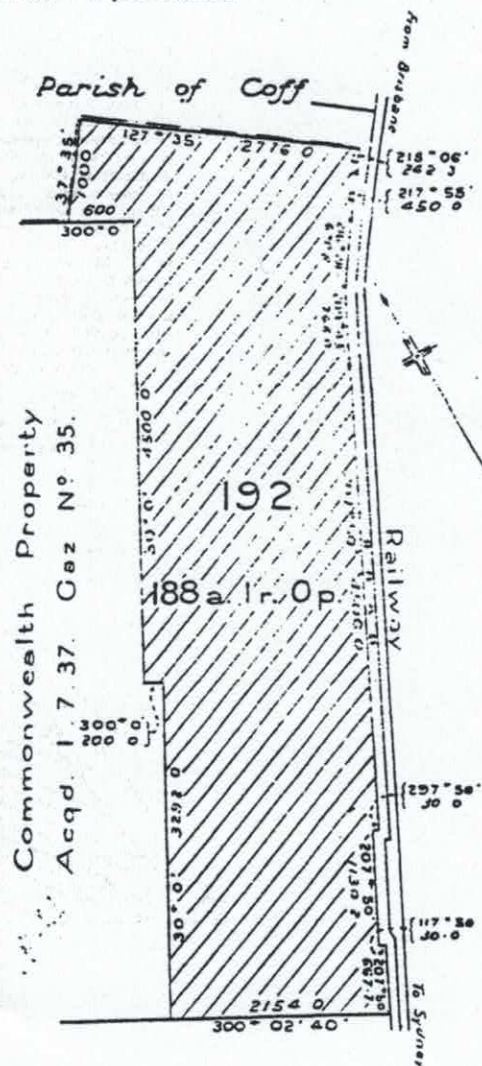
HIS Excellency the Governor-General in Council, pursuant  
to section 8 of the *Lands Acquisition Act 1906-1936*, has  
agreed with His Excellency the Governor of the State of New  
South Wales to the acquisition by the Commonwealth of the  
land described in the schedule hereunder.—(C.L.5789.)

J. S. COLLINGS

Minister of State for the Interior.

SCHEDULE

All that piece of land containing an area of 188 acres 1  
rood more or less being Portion 192, Parish of Bonville,  
County of Raleigh, State of New South Wales, as shown  
hachured on plan hereunder.



SCALE  
Chs. 15 10 5 0 15 Chs.

By Authority: L. F. JOHNSON, Commonwealth Govt. Printer, Canberra.



[Extract from Commonwealth of Australia Gazette, No. 112,  
dated 29th June, 1946.]

**LICENCE TO LAY A WATER PIPE LINE THROUGH  
COMMONWEALTH LAND AT COFFS HARBOUR, NEW  
SOUTH WALES.**

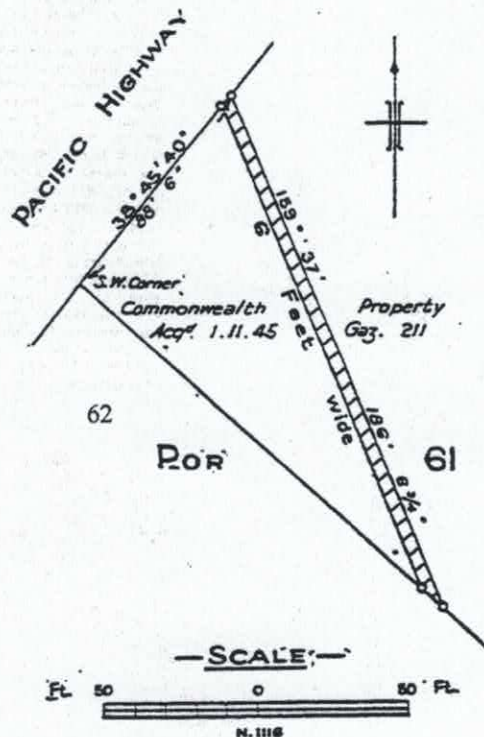
**H**IS Royal Highness the Governor-General in Council has  
authorized pursuant to section 63 of the *Lands Acquisition  
Act 1906-1936* the grant of a licence to lay use and main-  
tain a water pipe line through under and along the land  
described in the schedule hereunder.—(C.L.11515.)

**VICTOR JOHNSON**

Minister of State for the Interior.

**SCHEDULE.**

All that piece of land 6 feet wide the northwestern  
extremity of which abuts on the Pacific Highway being a strip  
of land lying southwest of and contiguous to a line bearing 159  
degrees 37 minutes 186 feet 6½ inches from a point which  
bears 38 degrees 45 minutes 40 seconds 88 feet 6 inches from  
the westernmost corner of Commonwealth property acquired  
by notification in the *Commonwealth of Australia Gazette*  
No. 211 dated 1st November, 1945, and being part of that  
Commonwealth property and being part of Portion 61 Parish  
of Bonville County of Raleigh State of New South Wales as  
shown hachured on plan hereunder.



By Authority: L. F. JOHNSON, Commonwealth Govt. Printer, Canberra.

RAAF HISTORICAL SECTION  
DEPARTMENT OF DEFENCE  
AIR FORCE OFFICE  
A-LG-02  
RUSSELL OFFICES  
CANBERRA A.C.T. 2600



[Extract from Commonwealth of Australia Gazette, No. 179, dated 4th September, 1941.]

COMMONWEALTH OF AUSTRALIA.

The Lands Acquisition Act 1906-1936.

NOTIFICATION OF THE ACQUISITION OF AN  
EASEMENT BY THE COMMONWEALTH.

IT is hereby notified and declared by His Excellency the Governor-General acting with the advice of the Federal Executive Council, that the right for the Commonwealth its successors and assigns and the owners and occupiers for the time being of the land comprised in Certificate of Title, Volume 5029, Folio 152, and its appurtenant thereto to pass discharge and conduct all such surface percolating and other drainage waters by means of open or covered drains or such line or lines of pipes as it may consider desirable or expedient through over along and upon the land described in the schedule annexed and together with the right at all times to enter upon the said land described in the schedule annexed by its workmen servants and others for the purpose of excavating constructing laying cleansing amending or repairing any such open or covered drain or line or lines of pipes has been acquired by the Commonwealth under the Lands Acquisition Act 1906-1936 for the following public purpose, namely: Defence purposes at Coff's Harbour, New South Wales.—(C.L.7788.)

Dated this twenty-ninth day of August One thousand nine hundred and forty-one.

GOWRIE  
Governor-General.

By His Excellency's Command,

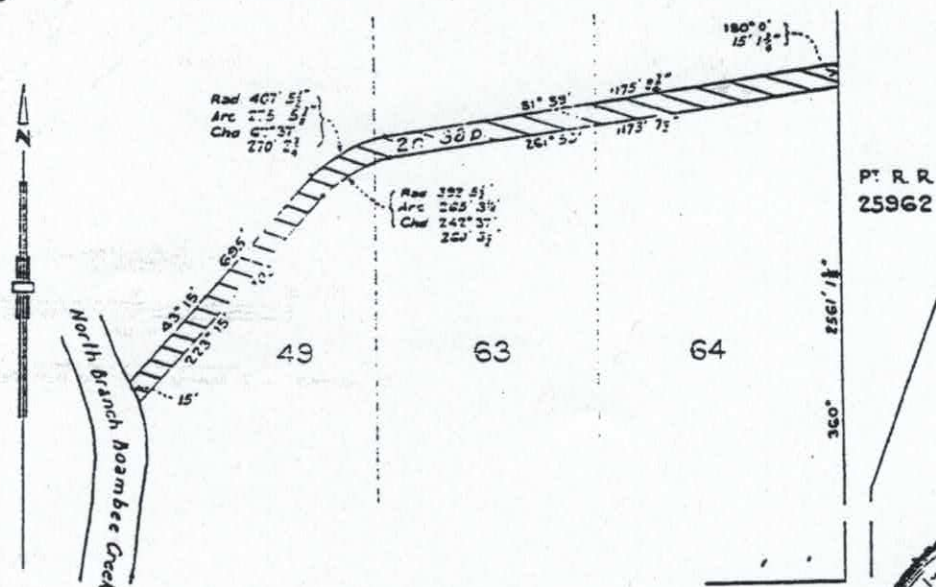
T. J. COLLINS

for Minister of State for the Interior.

DESCRIPTION OF LAND REFERRED TO.

All that piece of land containing an area of 2 roods 38 perches more or less being parts of Portions 49, 63 and 64, Parish of Bonville, County of Raleigh, State of New South Wales, as shown hachured on plan hereunder: Commencing at a point on the western boundary of Part R.R.25962, Parish of Bonville which said point bears 360 degrees 2561 feet 12 inches from the south-eastern corner of Portion 64, Parish of Bonville, and bounded thence by a line bearing 261 degrees 50 minutes 1173 feet 7 1/2 inches thence 265 feet 3 1/2 inches by an arc of a circle of radius 392 feet 5 1/2 inches the chord of which bears 242 degrees 37 minutes 260 feet 3 1/2 inches and the centre of which lies to the south-east thence by a line bearing 223 degrees 15 minutes 702 feet to the eastern bank of the north branch of Boambee Creek thence by part of that bank of that creek north-westerly to a point distant 15 feet at right angles to the last above-mentioned line thence by a line bearing 43 degrees 15 minutes 695 feet thence 275 feet 52 inches by an arc of a circle of radius 407 feet 5 1/2 inches the chord of which bears 62 degrees 37 minutes 270 feet 2 1/2 inches and the centre of which lies to the south-east thence by a line bearing 81 degrees 59 minutes 1175 feet 8 1/2 inches thence by part of the western boundary of Part R.R.25962 aforesaid bearing 180 degrees 15 feet 12 inches to the point of commencement.

*Shardlow I.P. M.N.9  
Acq. 544.  
28/8  
26-9-41.*



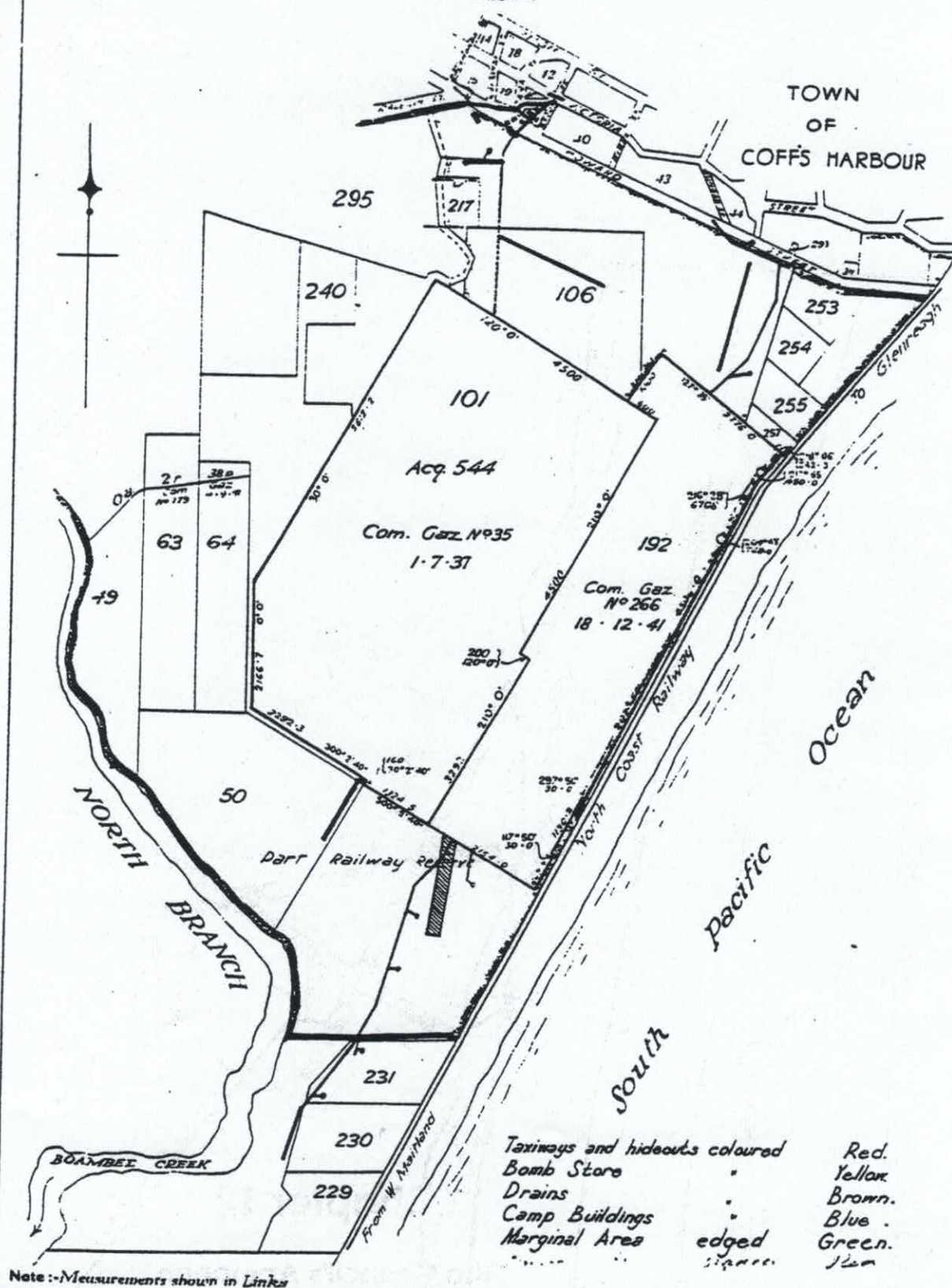
NOT TO SCALE.  
Measurements in Feet and Inches





RAAF HISTORICAL SECTION  
DEPARTMENT OF DEFENCE  
AIR FORCE OFFICE  
A-LG-02  
RUSSELL OFFICES  
CANBERRA A.C.T. 2600

PARISHES OF COFF & BONVILLE  
COUNTIES OF FITZROY & RALEIGH  
N.S.W.



PROPERTY AT COFFS HARBOUR N.S.W.

DWG 43/44/585

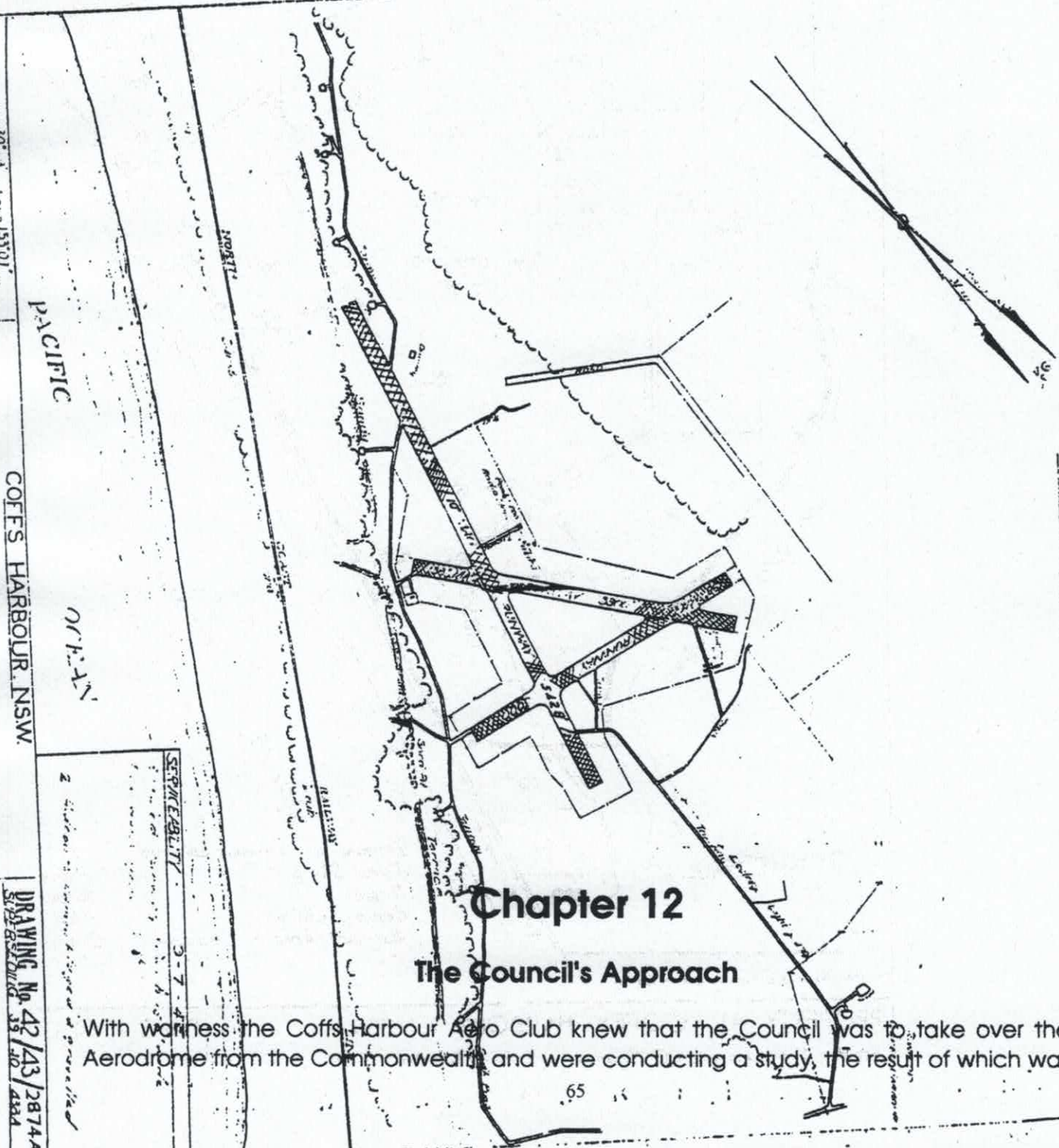
Scale: - 1 inch equals 20 Chains

Locality Plan No N. 9. 24 & 24A



RAAF HISTORICAL SECTION  
 DEPARTMENT OF DEFENCE  
 AIR FORCE OFFICE  
 AIG-02  
 RUSSELL OFFICES  
 CAMPBERRA A.C.T. 2600

RAAF LANDING GROUND  
 SCALE 1:1000



## Chapter 12

### The Council's Approach

With warning the Coffs Harbour Aero Club knew that the Council was to take over the Aerodrome from the Commonwealth and were conducting a study, the result of which was

LOCALITY - Lat. 30° 13' S. Long. 153° 01' E.

PACIFIC OCEAN

COFFS HARBOUR, NSW.

SECURITY

3-7-4

DRAWING No 42/43/2874A  
 31/10/43



# **Chapter 12**

## **The Council's Approach**

With wariness the Coffs Harbour Aero Club knew that the Council was to take over the Aerodrome from the Commonwealth and were conducting a study, the result of which was not received with joy, particularly when the Aero Club was not even consulted, neither was anyone else for that matter.

The Coffs Harbour Shire Council Study on the Coffs Harbour Airport November 1982.

A Study was undertaken by Airport Consulting and Construction Australia Pty Ltd (ACCA) in close consultation with :-

- a) The Coffs Harbour Shire Council
- b) Department of Aviation
- c) Air New South Wales
- d) Various other Commonwealth and State Government Departments.

From this study there developed 4 options:

### **Option 1 Existing Runway**

Development based on strengthening the existing runway and extending it to the South. Estimated cost \$4.6 million. The lowest option, Option 1 with a base cost of \$4.6 million would involve closure of the existing runway for a period of approximately 4 months which is said to be unacceptable to the Council, and which the Department of Aviation agrees is untenable. Construction at a relatively high addition cost, however, could be achieved without runway closure which would result in a total cost of \$5.6 million to \$5.85 million.

### **Option 2 Boambee Creek Site**

Development of a new airport in the Southern section of the site. Estimated cost \$8.5 million. Option 2, at an estimated cost of \$8.5 million could not be considered a viable option on operational, environmental and cost grounds.

### **Option 3 Parallel Runway**

Development of a new airport based on a runway parallel to and to the west of the present main runway. Estimated cost \$6.3 million. Option 3, at an estimated cost of \$6.3 million has a number of advantages over Option 1, but choice of this option would necessitate acceptance of the environmental and operational reservations, as well as acceptance of its future development limitations, all of which are minimised in Option 4.



## **Option 4 Coastal Site**

Development of a new airport based on a runway roughly parallel with the North Coast Railway line, equidistant from Coffs Harbour and Sawtell. Estimated cost \$6.9 million. Option 4, with an estimated cost of \$6.9 million though still not ideal, is considered to be the best compromise available in terms of the safety, environmental and future development.

### **Study Report Meeting**

At that Airport Study Report meeting the Council decided on Option 4. As can be seen, no mention in the options was made of the closure of the existing runway 01/19, however, later in the Study it was deemed necessary to retain part of 01/19 for taxiing purposes only. Although runway 01/19 was laid down during World War Two, it must be borne in mind that aircraft such as Tiger Moths, Cessnas, Pipers, Beechcraft, F27 Fokker Friendships, Commuters, Learjets, service aircraft of the Armed Forces, RAAF Mirages, Roulettes in their Macchis, Hercules, Orion, Caribous, B707s from 34 squadron, as well as Army and Navy aircraft and helicopters were using this runway up to the time of the opening of the new runway 03/21. The important fact to take into consideration is that 01/19 is 45 metres wide (150 ft) as against the new runway 03/21 of 30 metres (90 ft).

In effect Option 3 would have been the most practicable method, as it would have allowed 01/19 to be still in use, together with the existing Passenger Terminal where the apron could take 4 large aircraft with room to manoeuvre instead of the New Terminal apron which can only take 2 large aircraft. Of course, taking Option 4 meant an excuse to build a new terminal. The Council maintained Option 3 would interfere with the Hospital in terms of overflight, however 01/19 has never, repeat never been an obstacle to the Hospital, as the Hospital was not in the flight path.

The closure of the old runway caused concern to all Airport users. An Airport has representatives of all modes of business; Charter Operators, Flying Training Schools, Agricultural Operators (Crop dusters), Fuel Supplier Agents and Drivers, Commuter Operators, Aircraft Maintenance Engineers, as well as owner/pilots who use aircraft in the course of business and/or pleasure. The Airport Users Organisation represents all of the above and have written to not only the Council, but to the Department of Aviation, State and Federal Members of Parliament, other airports etc. Mr Kevin Gale, who before his appointment in Coffs Harbour was Chief Air Traffic Controller for NSW is in full agreement of having two runways and has argued the case with the Coffs Harbour City Council and the Federal Member, but to no avail. A letter from the Council stated- "The retention of the 01/19 Runway was considered by Council on the 5 February 1987. Advice had been received from the Department of Aviation that this could not be supported for practical and operational reasons and that ignoring the operational rejection, the initial and maintenance costs would be substantial and retention would be an over provision of facilities".

That is hardly a justification for the closure of 01/19, particularly when the Council's objective is to keep General Aviation to the North of the Airport, which sounds magnificent, unfortunately it means that aircraft of General Aviation have no alternative but to use 03/21 to the South, thus contradicting the Council's aim.

An Airport with only one runway is not feasible on the grounds that aircraft movements tend to overcrowd not allowing the Jets, light RPT (Regular Public Transport) and light aircraft



room to manoeuvre. Because 03/21 is to the South, it necessitates aircraft taxiing an extra 10 minutes from the south of the runway to the north, increasing costs.

Light aircraft still account for the most movements on the airfield. The October figures for 1986 are as follows:-

Heavy regular public transport (RPT), 208, light RPT, 528, light aircraft 1924, helicopters 54 and all this on the old runway 01/19.

As Coffs Harbour is a recognised Tourist Venue, it is hoped that this will encourage more jet aircraft, together with owner/pilot aircraft coming from all over Australia. It means that Coffs Harbour Airport takes on a very important role in the Tourist Industry, bringing in millions of dollars. According to Ansett Air New South Wales Manager for Coffs Harbour, Mr Denis Martin, Ansett have increased their flights to Coffs Harbour and Ansett will introduce weekly non-stop flights between Coffs Harbour and Melbourne, commencing April 4 1988.

This was brought to bear at the 27 September 1987 Air Spectacular, which celebrated the opening of the new Jet Airport and Coffs Harbour becoming a city. Aircraft came from all over Australia, including one Spitfire, one Mustang, The RAAF Roulettes, Home built, Ultralites, Vintage Aircraft, Pitts Special, Chipmunks, Glider, RAN Historic Aircraft, Chinooks, Model Aircraft, two F111E's; one B737, one F28, one Porter and one EMB110.

The pilots in the small aircraft had to taxi to the North of the Airport to comply with the Council's directive of keeping General Aviation to the North. Nearly all of the people concerned stayed overnight, flying back the next day. Eventually, another runway will be needed to cope with all the aircraft expected to service the Tourist Industry.

In 1980, the Air Training Corps was formed and for a time they enjoyed having their weekly parades at the Orara High School. However, there came the time when they had to find alternative accommodation.

The Coffs Harbour Aero Club were approached and without hesitation said they would do everything in their power to help. The carpark became the parade ground and the Club became the Lecture rooms. Unfortunately, there was not enough room to store the AIRTC's necessary equipment and they joined the other Cadets (Army and Navy) at the Barracks of 41st Battalion in Duke Street.

In the meantime, negotiations had been going on to procure land on the aerodrome. This eventually came to fruition enabling the AIRTC, through the hard work of the Parents' Committee to build their own Headquarters. At the Inauguration of the AIRTC 31 Flight on 25 October 1980, the Aero Club opened their doors. The pilots at their own expense took every new cadet flying. Some enjoyed it so much they in turn became pilots. Each weekend, a Cadet helps to man the office and/or help in cleaning aircraft.



# Chapter 13

## Training

Aviation, promoting and teaching it is what the Coffs Harbour & District Aero Club is really all about. The club teaches people to fly and the following is an outline of the path that leads a student to earning those valued pilot's wings. The Coffs Harbour & District Aero Club can provide training for all these levels.

The first step is to obtain a Private Pilot's licence, which can be achieved in about 40 hours of flying minimum. This flying time is broken into two parts. The first is of about 20 hours which is needed to pass the General Flying Proficiency Test (GFPT) and a further 20 hours flying time, where the student learns to navigate and prepare flight plans. The student will then be able to undertake their Private Pilot's Licence (PPL) test. Though it should be noted the 40 hours mentioned here are the minimum stated in the Aviation Authority (CASA) regulations and 50 - 55 hours is a more realistic figure!

Prior to a student being awarded their GFPT they will have also had to obtain (1) their student's pilot licence through the Coffs Harbour & District Aero Club and have passed their Basic Aeronautical Knowledge (BAK) examination, which is taken at and marked by the club.

The student is also required to have a medical examination, with an approved CASA practitioner.

Prior to being awarded their PPL and Wings, it will be necessary for the student to have passed their CASA Private Pilot examination, which again can be taken at the Coffs Harbour & District Aero Club. This exam will test their knowledge of navigation, meteorology, aircraft performance and the CASA rules and regulations.

The club's instructors will provide the necessary theory training and have the student sit for trial exams to ensure they are ready for the big one!

To achieve their Commercial Pilot's Licence, a student will need to have passed the CASA Commercial Pilot's Examination and accumulate the necessary flying experience.

The club is approved by CASA to conduct an 'integrated' Commercial Pilot Licence training program and students following this program can omit the PPL theory examination. They can also be ready to undertake their CPL flight test once they have attained 150 hours flying experience. Students not taking the integrated program must clock up 200 hours flying experience prior to undertaking their CPL test. In both cases the student will need 100 hours up as a pilot in command. These exams can be sat for at the Coffs Harbour & District Aero Club and the club instructors will guide the student through the additional study.

Once the student has passed these courses, they become a Commercial Pilot and are licensed to carry passengers for hire or reward, in other words, they can be paid to fly.

There are other qualifications available, such as Instructor Rating and an Instrument Rating course. The instructor rating will allow the pilot to teach others to fly and takes 50 flying hours, plus ground theory training. The instrument rating will allow the pilot to fly under



Instrument Flight Rules (IFR) either at night or in the cloud, by referring to the aircraft's instruments and radio navigation aids. All pilots flying for major airlines are required to hold an Instrument Rating.

## **The Bill Lord Scholarship**

The Coffs Harbour & District Aero Club launched their unique Bill Lord Scholarship four years ago to honour one of Australia's finest aviators and is run by the club. The real aim of the scholarship is to bring flying within the reach of children from disadvantaged backgrounds and it is the only club known of to be offering such an opportunity for pilot training.

The award was named in honour of Bill Lord who for many years was the chief flying instructor for the Royal Aero Club of New South Wales, then later an examiner with the Civil Aviation Authority (CAA). He was a great friend of the club and its members having made many visits there over the years. He died tragically, with club member and friend Paul Hardy when the aircraft they were flying crashed in Tocumwal on the New South Wales / Victorian border.

Bill Lord had a lifetime love and fascination with aircraft and as a child he made many models. Then in 1942 he joined the Air Training Corps, becoming the most efficient cadet in the corps. In 1944, as an aircrew trainee, he joined the RAAF and was posted to the Service Flying Training Corps. In 1950 he attained his private flying licence, then his commercial licence.

The Bill Lord scholarship, which is worth \$7000, is open to all people who are over 16 years of age. It has attracted more than 200 students and is today mainly financed by the club and through the joy flights operated by the club's CFI John Naughton in his Tiger Moth aircraft.

The 1992 scholarship was sponsored by the Commonwealth Bank and local television station NRTV and was then won by Cameron Bowden, who received his pilot's licence on Sunday January 31.

In 1995 the scholarship attracted more than 300 applicants and was won by 18 year old Emerald Beach resident Kathleen Kreplins who was also the first woman to win. She was chosen from a group of 12 finalists in what was her second attempt at the prize. Kathleen is going to use her club training as the first step to becoming a pilot with the Royal Flying Doctor Service.

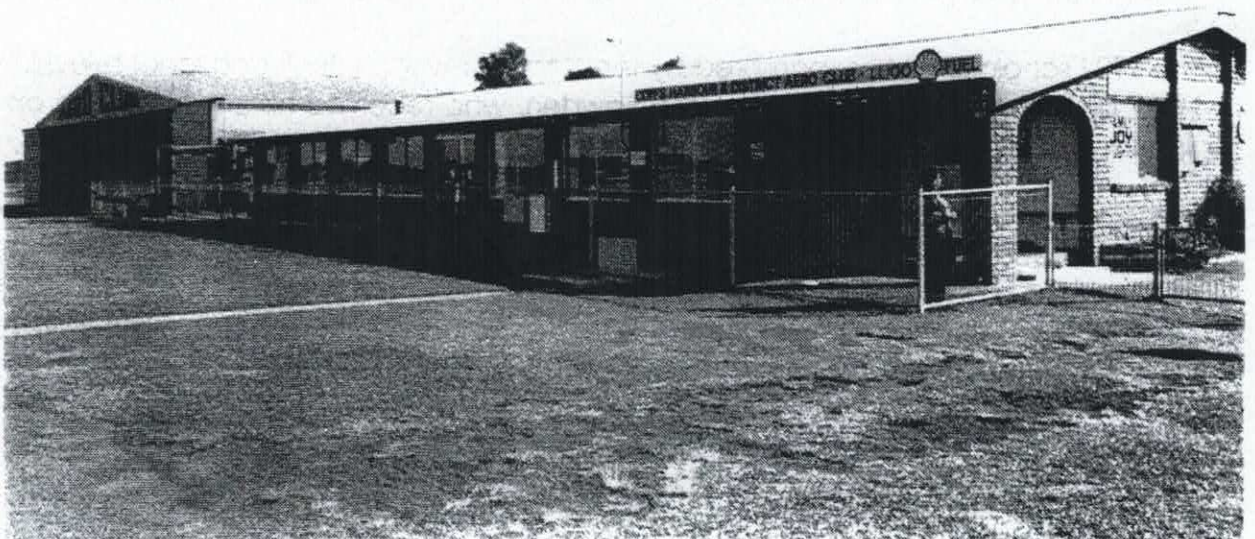
To be eligible for the scholarship applicants must prepare a 150 word essay titled 'Why I want to Fly' and this will be followed by a series of interviews and a preliminary flight.

The scholarship winner's 'prize' includes their Private Pilot's Licence, theory, examinations, medicals, text books and a uniform all free of charge and if they live outside the area, free accommodation in Coffs Harbour for the period while they are studying.





**Kathleen Kreplins the first woman to win the scholarship**



**The club's main entrance**



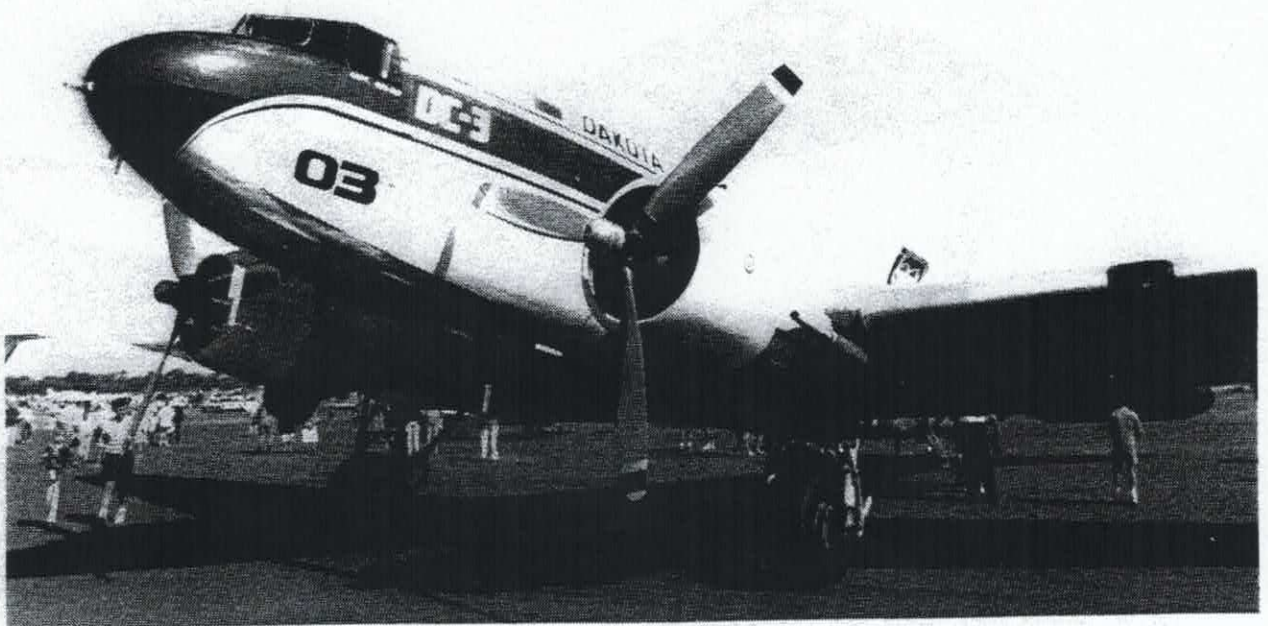
# Chapter 14

## Coffs Harbour Salutes Aviation & the Arts

On the weekend of August 24-25, 1996 the club joined in the celebrations 'Coffs Harbour Salutes Aviation and the Arts', which provided a display of club aircraft as well as joining other aircraft from all around Australia. Also on display were a number of the larger commercial aircraft operating into Coffs Harbour, including Ansett's (Kendall Airlines) 36 seater Saab aircraft which replaced the Fokker F28 propjet aircraft, as well as Eastern Airlines (Qantas) Dash 8 and the air ambulance. A Dakota Airlines DC3 flew in from Sydney to join the celebrations as well as a mixture of other aircraft.

The highlights from the day included a parachute display by Coffs Harbour City Sky Divers, Wirraway aerobatics by Tony Alder, a model aircraft display, a helicopter handling display, an ultra-light and powered hang glider fly past, a Russian AN2 aircraft demonstration, by Barry Hempel, a Cessna 150 aerobatics demonstration by Keith Fitton, a PC9 aerobatics display by Roulette member Denis Tan, MIG 15 aerobatics, by Barry Hempel and a vintage aircraft and war birds display.

Also at about 30 minute intervals during the day, the Dakota DC3 and several other aircraft provided paid joy flights, making it in all quite an enjoyable day!

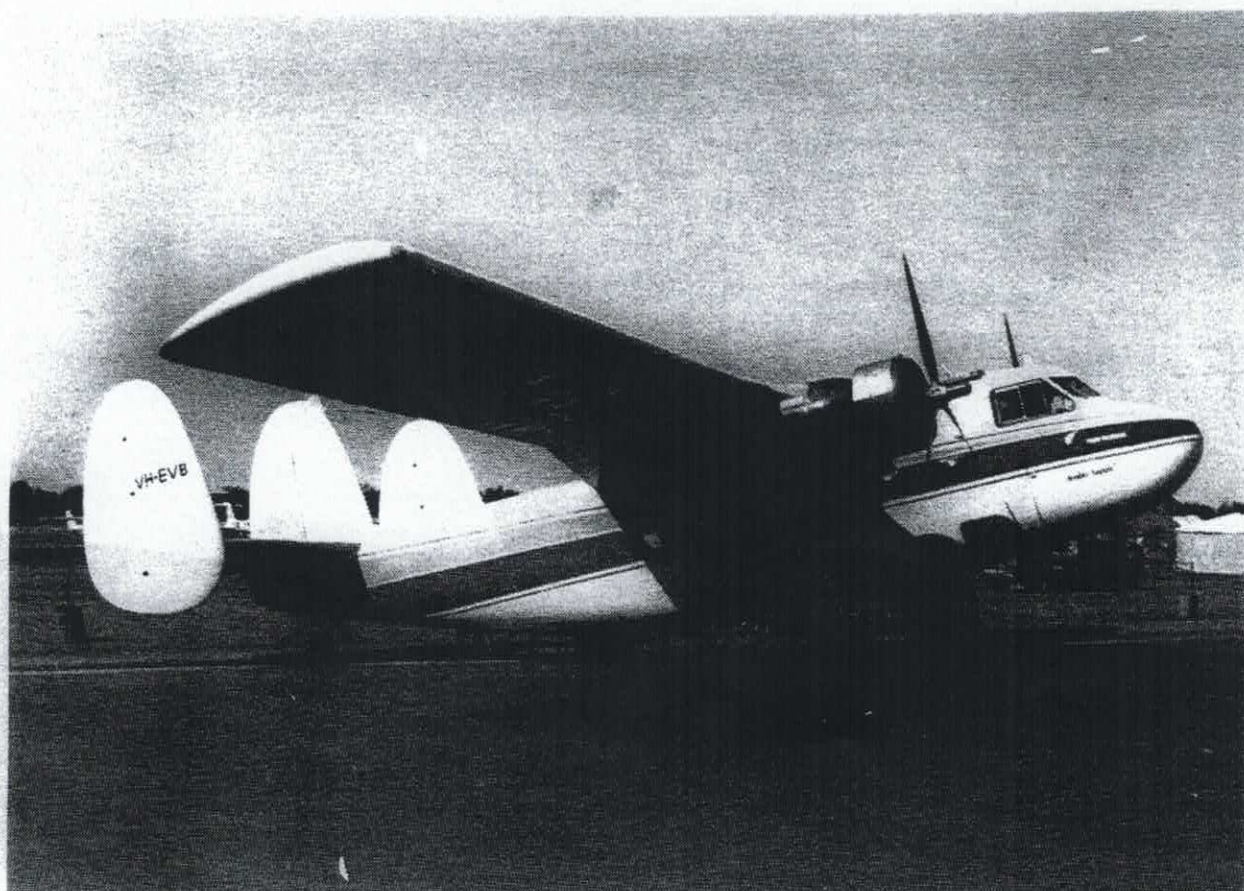


**The Dakota Airlines DC3, showing the all famous 'nose'**





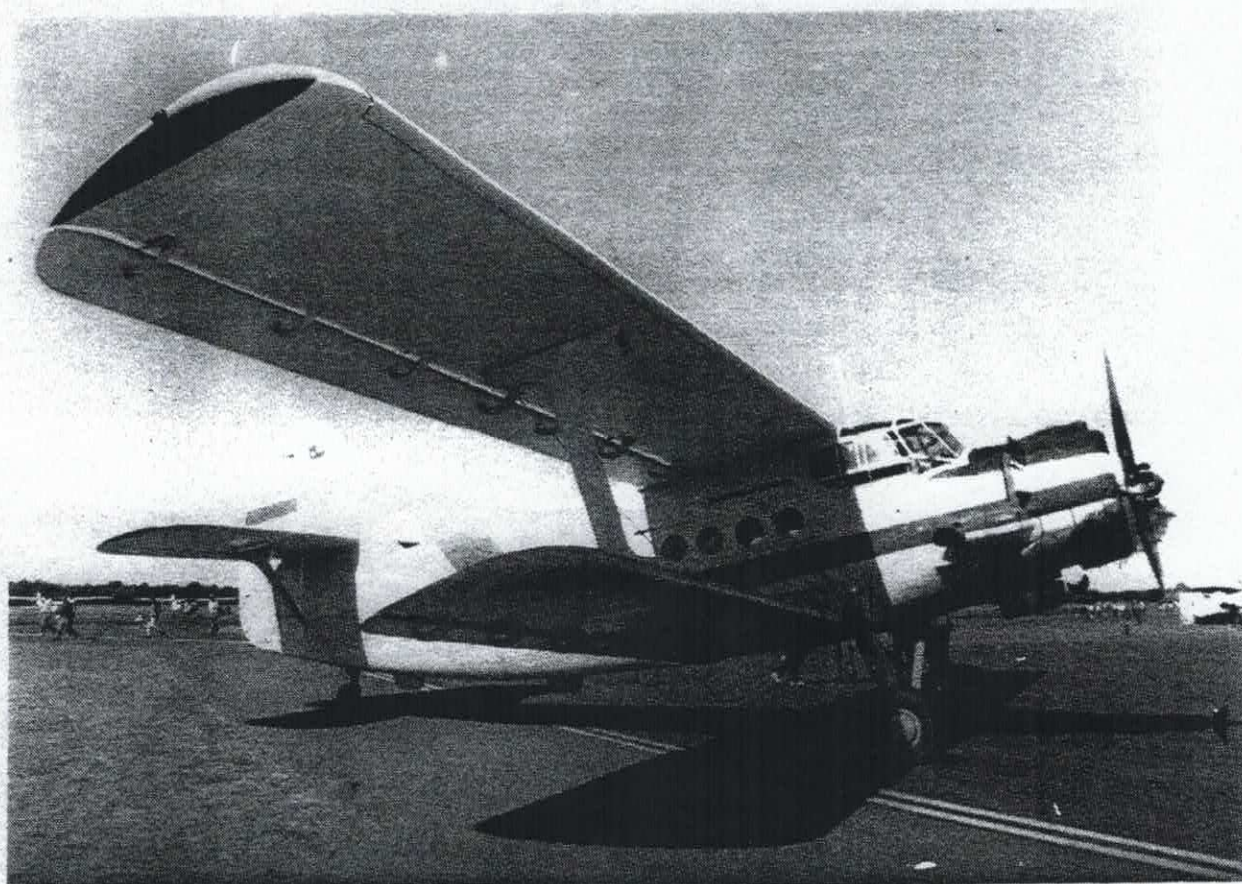
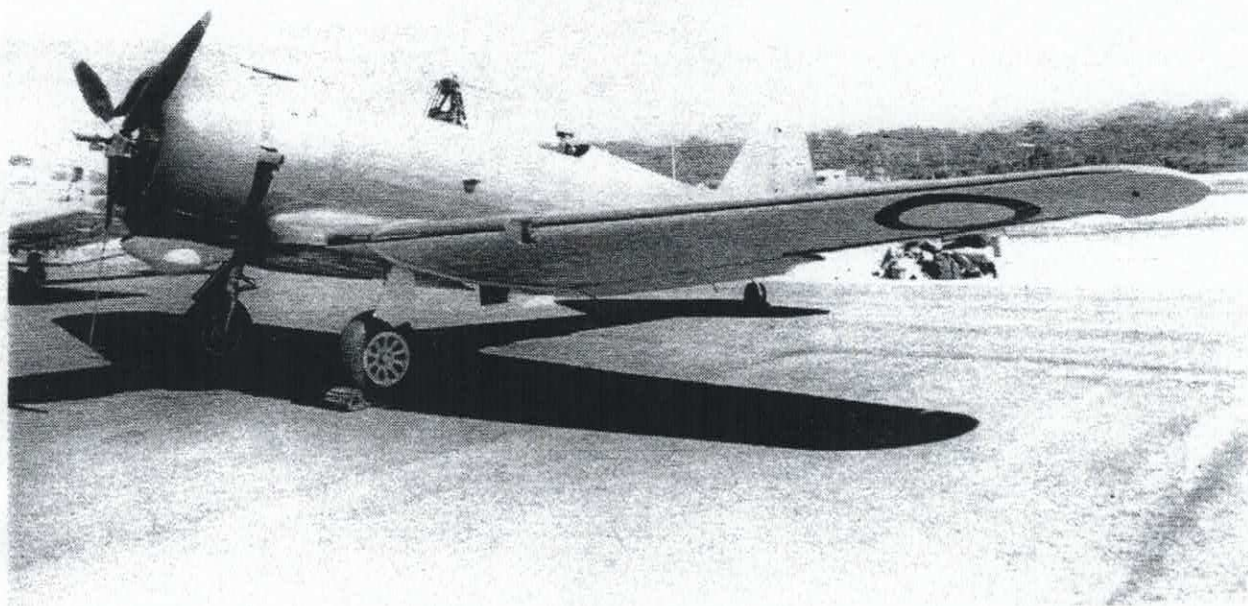
John Murphy's Tiger Moth joins the club's display



A visiting Scottish built Twin Pioneer 'Double Scotch' did joy flights

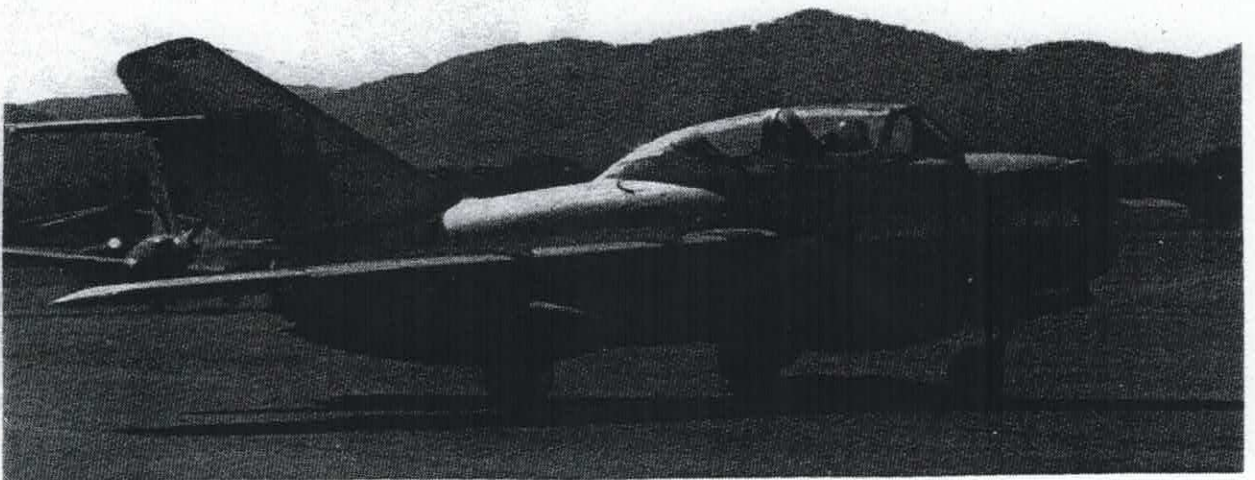
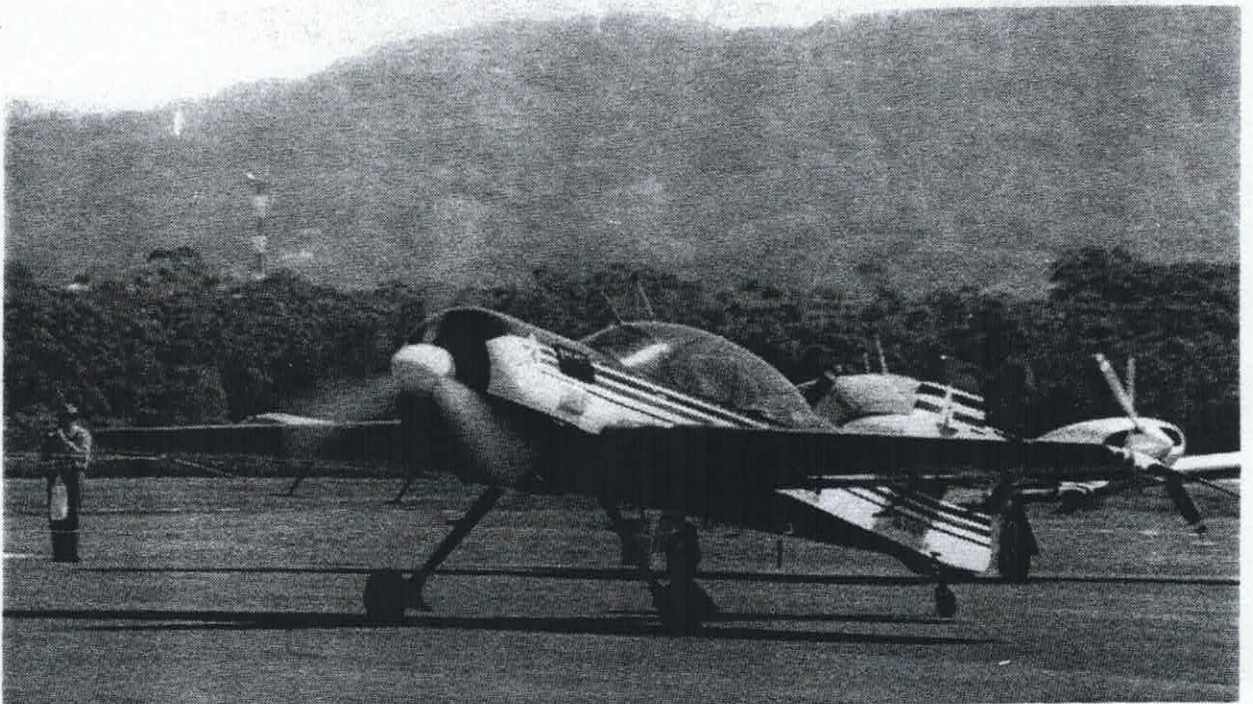
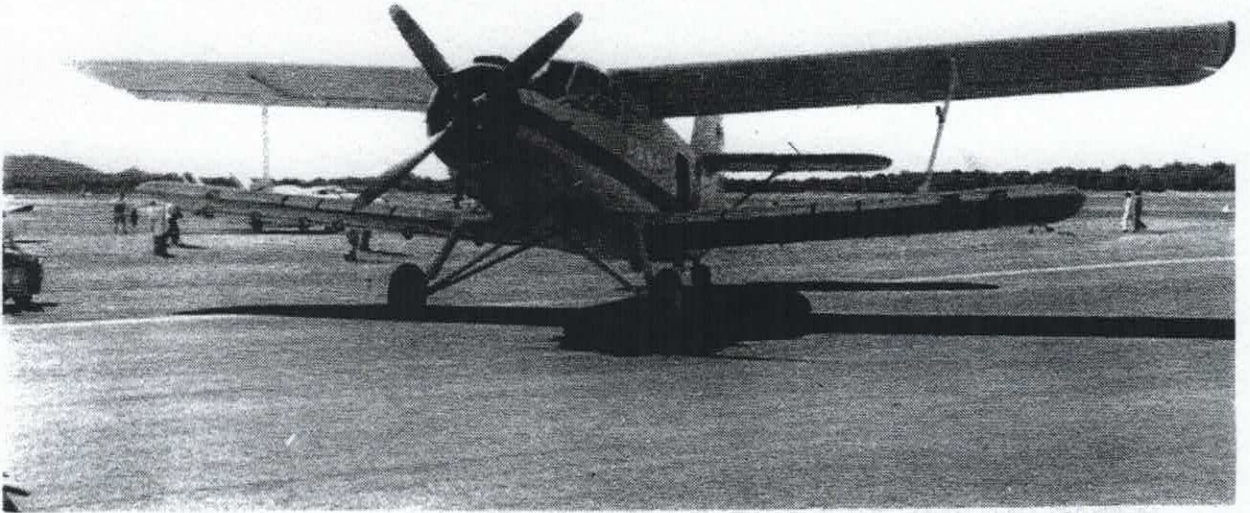


They came to the 'Salute' in many shapes and sizes, as captured on film  
in the following three pages...





## The Salute to Aviation...continued





## The Salute to Aviation...continued



The Air Ambulance created considerable interest



Qantas was there too - with their Eastern Airlines DH8, Dash 8 Passenger Aircraft





**Ansett's long awaited replacement for their F27's - the Saab propjet, previously operated by their Kendell Airlines subsidiary (and still showing their livery)**



**The Australian Customs DH8 (Dash 8) surveillance aircraft drops in for a visit during the Salute**



# Chapter 15

## Epilogue

The dissatisfaction with the council is alive and well. We now have a new council, which was elected in 1991. Only time will tell whether they will keep their word about maintaining the airport.

Of course, a certain amount of blame must be directed towards the Federal Government. Had they not been in such haste to rid themselves of the Aerodrome and made it mandatory that someone with aviation experience be in charge, perhaps some of the problems Coffs Harbour air commuters and pilots have to tolerate would not have happened.

However General Aviation cannot be ignored.

The Aircraft Owners-Pilot Association (AOPA) have 10,500 members who fly all over Australia, as well as pilots who need to have aircraft to take them to the various cities and towns. They all gravitate towards an Aero Club, for fuel, for food, for the 'comforts room', for the tourists they bring and the professional people - doctors, etc.

In 1987, the Aero Club sold 650,820 litres of fuel, in 1988 572,722, in 1990 237,596 and in 1993 150,000.

The main reason for this downturn must be laid at the council's door. In their wisdom, they decided to charge landing fees of \$12.00 which created a furore from the rest of flying Australia. Eventually it occurred to the council that perhaps a \$12.00 landing fee was too expensive and they dropped the price to \$5.00, but not before the pilots Australia-wide boycotted Coffs Harbour. The damage had been done and to add insult to injury, the council increased the landing fees by 30 cents.

Even so, the council hasn't learnt anything. They have increased the landing fees to \$9.00 - probably to help upgrade the airport.

Prior to upgrading the Coffs Harbour Airport in 1983, the council made a remarkable decision. They sold the Bellman Hangar to Evans Head for \$100.

The hangar was of modular construction and portable. It was erected during World War Two, when Coffs Harbour was R.A.A.F number 12 Operational Base Unit.

It was large enough to accommodate two DC3 aircraft and had workshops along the side doors, on both ends; the Aero Club had kept their own aircraft in it from 1946 to 1981.

This particular hangar type was able to withstand Cyclone Tracy in Darwin.

It has been estimated the Cyclone Belt finishes approximately at Moreton Bay, Queensland, although this is not strictly true, as the Coffs Harbour banana growers will vouch for.

No one on the airport was asked if they wanted a hangar. No tenders were noted anywhere and the major operator at the airport at the time was the Coffs Harbour and District Aero Club, which expressed great concern as their aircraft were left out in all weathers.



According to council, at the time, it was supposed to be structurally unsafe (though it could withstand 300 knot winds) and unsuitable in the cyclone weather (after 48 years), apart from which the council stated the hangar had to be moved to make way for the new runway, parallel to the existing runway 19.

As a result, the hangar has gone, the new parallel runway is non-existent and runway 19 is now a partial taxi-way.

**Oh woe us, although not undone!**

### **The adventurers in setting forth**

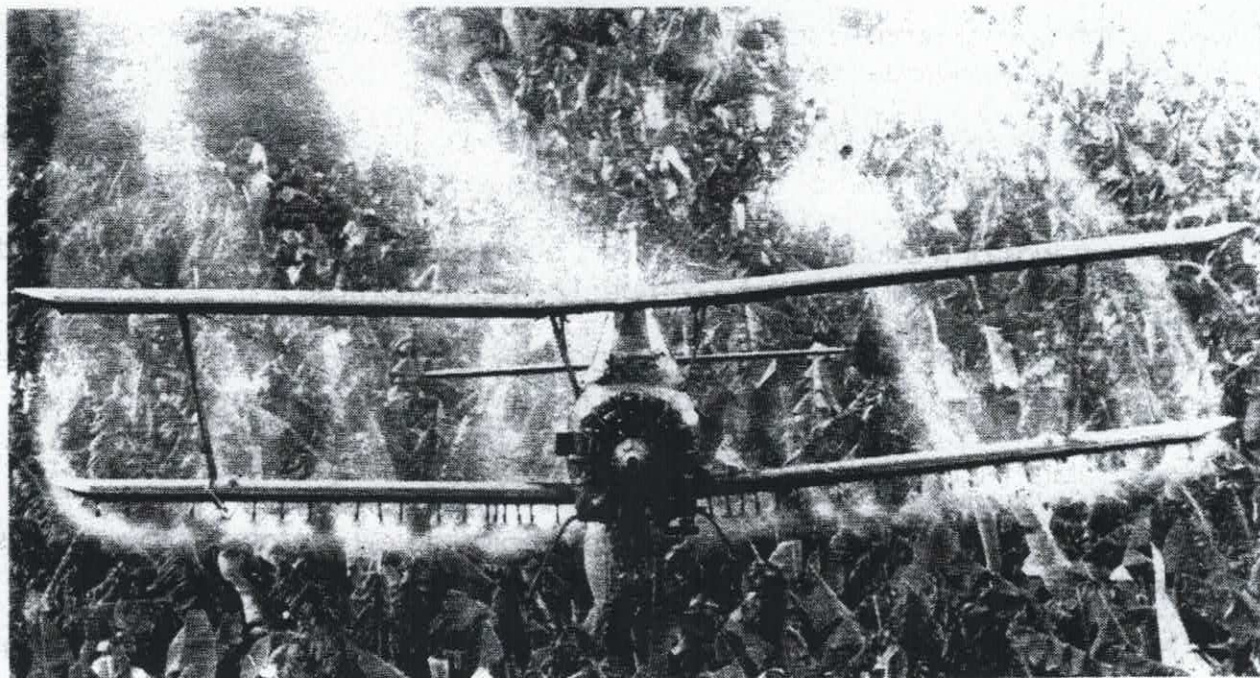
Notwithstanding these adversaries, the clubhouse has grown, both in buildings and membership. We have a new hangar, a bunkhouse next door for students to stay and study for their pilot's licences, which has been most successful.

I doubt if these students know how lucky they are. When the Mace Brothers - Keith and Ross - the crop dusters - were operating from Coffs, Ross informed me that he would walk 10 miles to receive a flying lesson, then walk 10 miles back!

His brother Keith learnt to fly, courtesy of the Navy. Unfortunately Keith's crop dusting days were short-lived, he died in his aircraft. Ross moved to Port Macquarie.

Now we have John Littleboy, another crop-duster and remarkable pilot, who helps keep the bugs out of the bananas.

In 1993, the Aero Club was honoured to host the Conference of the Royal Federation of Aero Clubs Association, which was held from May 2 to May 4 and this brought delegations from all around Australia. A colourful dinner was held in the hangar.



**Peter Smart's crop duster amongst the bananas**



# Chapter 16

Past and present members of the Coffs Harbour and District Aero Club to 1988.

(L = Life member F = Financial Member)

Abbot P Adams C Adams Keith(F) Addison G (F) Agnew A E Aitken Maurice (F) Atkins W (F) Alexander Rodney A Anderson John Anderson Kevin J Anderson Pat Appleton F Armitage A Armstrong Wm Ashburn Margaret (F) Ashbury J Ashdown R Atkins Glenda Atkins P (F) Auld James Auld K Auld Peter Aurisch Ron (F) Backhouse Matthew Backhouse Maureen Baff Terry (F) Bailey G Bailey Gene Baker Eric Baker Wesley Baldwin Kevin Bamford P Barker Aubrey Barlow Roger Barnes Alan G Barnes L Barnes Michael Barnett Kerry Barrett John Bartlett R H (1928) Bate George L Baty Graham J Baty Wm (LF) Beales John Beam R C Bean Dr (F) Beckett B Bedgood Gwen Bedi Dr J Bennell Iris Bennell Raymond J Berger Lutz (F) Bernie Regan	Best L Bianchi Christopher Bianchi Franco Biensfelt Peter Bindley Stephen J Bintoli J Birne Jim Bisley John W (F) Black Elizabeth (F) Black Peter M Blanch Colin Blanch Dianne Blanch E Bland Peter A Blenkin J Blood Audrey Blood R Neville Bloomfield James Bone James W Boneham Edmund A Boneton Carl Bonewood J J (1928) Bonser Douglas F Boole T C K Booth Cliff (F) Bosler Audrey Bossland Ivan (F) Bourke O Bowen C Bowen Craig (F) Bowland Warren Boyd Ashley Boyd Gordon Bradely Braithwaite Bruce (LF) Bramwell Ian L Branch Richard Brauer Gordon (F) Bray R C (1928) Bray W Brazel Trevor (F) Breakspear Brewer R Brigg Peter (F) Brinkley Alex J Broad A G (1928) Brodie M Brooks M Brown K Brown Kathryn E Brown M Brown R Brownelle Russell T	Bryan B O Brycker Andrew Batchelor Donald Buckley Bruce Budd Larry (F) Budden Ronald Wm Bullesty Neil Bundy Colin W Bunnell Gary D Bunt C W Bunt Charles Burne F J (1928) Burns Mike Burton Bradley Bushnell Beverley (F) Butcher M Butler G Butler P Caffrey Kim (F) Cahill R P (1928) Caines J R (F) Calvie W (F) Campbell Alan E Campbell H E Campbell Lindsay Campbell Onida Campin Peter C Cantle A Carew Michael J Carrington Jenny (F) Cartwright R J Case Donald M Casey Elizabeth (F) Cash A Casson Ralph (F) Cawood John Cawood Margaret Chaffey Robert Chapman F Chapman Francis (F) Chappell Fay (F) Charles F Chisholm Angela (F) Churchill G Clarke Bevin J Clarke Warren Clarke Wesley Coad Michael David Cockle Captain (1928) Cockle J (1928) Cole Lindsay J Colefax Richard J Commerford Kevin	Condon Gawn Conlon Brian Constanzo Andrew (F) Contempre Peter (F) Coombs M Coombs Richard Cooper Rodney Copeland Evan (F) Corbett A Corbett Arthur P Corbett C Corbett George Corfe Honda Corfe Norman Cornale Robert (F) Costello J H Coster Ralph O Couchman Georgina Coulson D R Coultend Robert (F) Cox David (F) Cox Joan (F) Cox W (1928) Cox Wm A Crab E J (1928) Crabb E F (1928) Cragg L R Craney Peter Crawford Hugh Cresswick Allan Cropp Peter C Cross Gavin (F) Cruickshank R Cullen L J Cunningham Ron D Jones Dagger J Dahl Margaret Dale Kevin Dalzell J A Daniel T (F) Dargham Anthony (F) Darwen Edward A Davern Wm Davey Robert Eric Davids K E Davies d Davies Howard P Davies r Davis Mark Davison J Davison Robert Dawkins A
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Dawson J  
 Dean J  
 Debrecey R  
 Deen Marvyn  
 Demantino Graham (F)  
 Denney C  
 Denney Gerald  
 Diack L A  
 Dillon Avis M  
 Dillon Julie A  
 Dillon Trevor (LF)  
 Dippilsmann Victor  
 Disselvelt David (F)  
 Doak W  
 Dodsworth Steven  
 Doubleday John (F)  
 Dover Len  
 Down W (1928)  
 Drysdale Douglas G  
 Dudley Brian  
 Dunn Max  
 Dunn Robert G  
 Dunn Ronald (F)  
 Dunnington Michael  
 Durreen Dallas (F)  
 Durreen Patricia (LF)  
 Dybball Ray (F)  
 Dyer J E  
 Eager Bruce (F)  
 Earley K  
 Early  
 Eckersley R  
 Eckford A  
 Edwards Gawn (F)  
 Edwards John  
 Edwards W (F)  
 Eelin Peter (F)  
 Egerton Rev Charles (LF)  
 Elgar Ronald  
 Enevoldson John  
 Enevoldson Stella  
 England Robert  
 Erikson Trudy  
 Eromas M  
 Erskine T (F)  
 Eyles M  
 Faber Peter  
 Fairbairn John W  
 Fairbairn Michael  
 Faye Brian  
 Field Gary  
 Fileman M  
 Forrester Clive  
 Fishburn John  
 Fisher Gordon R  
 Fisher P  
 Fitton Keith  
 Fitzgerald A  
 Fitzsimmons Col (F)  
 Flanagan R

Flick Allan  
 Flynn Carolyn  
 Foord P R (F)  
 Ford Lewis T  
 Forsell J (F)  
 Forsythe Douglas  
 Fowler T  
 France G  
 Franci J  
 Francis Fred L  
 Francis L (F)  
 Franklin P  
 Freeman Wm (F)  
 Frey Rene  
 Friebe George (F)  
 Fuller P  
 Galloway Allan P (F)  
 Gam Douglas J  
 Garcia F (F)  
 Geary David (F)  
 Gee Graham  
 Gelch M  
 Gerard J (1928)  
 Gibbs Robert  
 Giblett John A  
 Giblett Paul  
 Giddy W  
 Gieleland J  
 Gill Allan G  
 Gill M (F)  
 Gilmore P  
 Glover Anthony Wm  
 Glover Russell  
 Golden WM J (F)  
 Golding J C  
 Goodenough C M  
 Goodrick Sue  
 Gosling David J  
 Goudie A (F)  
 Goudie M (F)  
 Gow Marilyn (F)  
 Gow S  
 Graham Pat  
 Graham Wesley (F)  
 Grant Allan A  
 Grant Barbara M  
 Grant Leslie  
 Grant Richard W  
 Gray D  
 Green Neville LF)  
 Green Paul  
 Greening L  
 Greenland Dr J  
 Griffith Albert  
 Griffith David J  
 Griffith H (F)  
 Griffiths Jason (F)  
 Griffiths S H  
 Grimmond Anthony  
 Grimmond Merv

Grub David  
 Gunter Donald  
 Haines Len  
 Hall Ben  
 Hall L  
 Hall Noel (F)  
 Hall Ossie  
 Halpin Ronald  
 Hammond Harry  
 Hanna T  
 Hannaford Jean (LF)  
 Hannaford Reginald W (LF)  
 Hardaker Karen (F)  
 Hardaker Tracey (F)  
 Harding Geoffrey  
 Hare W  
 Hargans Glenys  
 Hargans Leo Paul  
 Hargans Terry  
 Hargraves Jane  
 Hargraves Patrick  
 Harrauld J  
 Harries Stephen  
 Harrigan Ray A  
 Harrigan Shirley (F)  
 Harrison Allan M  
 Harry L (F)  
 Harvey P  
 Hawke Dr (1928)  
 Hay Rod (F)  
 Hayden M (F)  
 Hayes C J (F)  
 Hayes Ken  
 Hayes R (F)  
 Heales G  
 Hedges Richard  
 Heideman Rod G  
 Heideman J  
 Heiniger John (F)  
 Heinz Trevor (F)  
 Henderson H N (1928)  
 Henderson T B (1928)  
 Hennaman I (LF)  
 Henricksen LLOYD (F)  
 Heron A J  
 Herriman D  
 Hietbrink W  
 Higson J G  
 Hill John  
 Hill John B  
 Hill Joseph S  
 Hinchley Anthony  
 Hinton A W Mick  
 Hinton Esme  
 Hinton Gary R  
 Hipwell Andrew (F)  
 Hoad Michelle  
 Hobson Robyn  
 Hodge Clyde D  
 Hodge Ian W

Hodikin E  
 Hogan Michelle (F)  
 Hogbin Allan (F)  
 Hogbin B (F)  
 Hogbin Peter J  
 Holbut Thomas  
 Hollis R E (1928)  
 Holloway Roy  
 Holmes Wyn (F)  
 Honsego Christopher J  
 Host Peter (F)  
 Hough S  
 Houston L  
 Howard Mark A  
 Howarth Raymond S  
 Howe Jan  
 Hoy Ces (F)  
 Hudson A  
 Hughes D  
 Hull R  
 Humphreys Kent (F)  
 Hutinson Chris  
 Ireland A W (F)  
 Ireland P C (F)  
 Irwin Peter (F)  
 Isles Ray C  
 Jackson David  
 Jackson Edward J  
 Jackson R  
 Jacob A  
 James Ronald L  
 Jamieson Barry (F)  
 Jeffernan John (LF)  
 Jeffrey R C  
 Jeffries Dorothea S  
 Jelliffe Adrian  
 Jelliffe M  
 Jenell David  
 Jeniec Z  
 Jenkins John  
 Jenkins Ross  
 Jennings Paul (F)  
 Jelliffe Dr Robin S (LF)  
 Johnson Anthony G  
 Johnson Eric Wm  
 Johnson Harley  
 Johnson J  
 Johnson J P  
 Johnson Jeffrey P  
 Johnson M (1928)  
 Johnson Mark (F)  
 Jones Alan A  
 Jones L  
 Jones V  
 Jordan N J  
 Joyce Maxwell A  
 Joyce Richard  
 Judy Riddel (LF)  
 Kane Brian  
 Kaye Arthur G



Keevers Ron  
 Keith Roland E  
 Kelly C  
 Kelly Harvey  
 Kendall Peter  
 Kennedy Elizabeth J  
 Kennedy Michelle  
 Kenneth Robert  
 Keys Erin (F)  
 Kilby Brian R  
 Kiley Terence J  
 King John W  
 Kingsford-Smith L  
 Kirby T  
 Kirkland J A (1928)  
 Klose D  
 Klose J (F)  
 Knight James Maxwell  
 Knight Larry (F)  
 Koel Rainor  
 Koenig Andrew  
 Kolantis James (F)  
 Kolisett Dr P  
 Kosmeier John (F)  
 Kruger Badan  
 Lane Ina Wm  
 Lane Ray  
 Lanke Terry P (F)  
 Lawson Desmond (F)  
 Lawson Newton (LF)  
 Lazzavine Wm P  
 Leaver G  
 Leborau L  
 Lee Dennis  
 Lee Laurel  
 Leighton-Hall Trevor J  
 Lennon Len  
 Lennon Leonard  
 Leonard M  
 Leppard L  
 Lewis R  
 Linsley Paul  
 Little-Smith H  
 Littleboy John A (F)  
 Livesey Joan (F)  
 Lock Allan  
 Lockman Ronald (F)  
 Longhurst Trevor  
 Longman Anthony  
 Love John  
 Lowry F (1928)  
 Lucas Arthur E  
 Lummary R  
 MacDonald Dr Rainy  
 Mace Keith  
 Mace Ross R  
 MacGregor-Skinner J  
 Machan G  
 Mackinson H W (1928)  
 MacLeod Les

Malden W  
 Malone S  
 Malone W  
 Manbridge Ken  
 Mandili (F)  
 Manzie Andrew  
 Marchant Brian  
 Marion James A (F)  
 Marsden John H  
 Martin Arthur  
 Martin Karl  
 Martin Robin  
 Martin Sydney P (F)  
 Martin W  
 Martini G  
 Martynne-Jones E  
 McAllister Wm (F)  
 McCann Margaret  
 McCarthy Ronald  
 McClure Deryk  
 McCudden M  
 McDonald Allyn E (LF)  
 McDonald Barrie  
 McDonald Cassandra  
 McGregor John (F)  
 McIntyre David  
 McKay Roderick  
 McKechnie D  
 McKechnie E  
 McKellar Douglas S  
 McKenzie G (F)  
 McKenzie M  
 McKenzie Stephen  
 McLean Sue (F)  
 McLennen Bruce  
 McLeod Malcolm  
 McQuade Joyce (F)  
 McQuade Lloyd (LF)  
 McRae Cameron  
 Mears Ian  
 Meinicken J  
 Melloh M  
 Meras J  
 Merriman Erica  
 Meyer K (F)  
 Meyers G (F)  
 Mical G  
 Michael Cameron  
 Michael Howard  
 Michael Jack  
 Michael Peter  
 Mildrum Wrad (F)  
 Miles E  
 Miller R G  
 Millward Tim (F)  
 Milton W  
 Minckton John  
 Mingnam John  
 Moffet W  
 Monck Edwin J

Monckton Maureen  
 Montgomery Bruce  
 Moon R  
 Moore D  
 Moores Neil  
 Morgan M  
 Morrison Edward  
 Morrison Robert  
 Morse F  
 Mortimer Ron  
 Morty Hall Ross  
 Moulds Wm C  
 Moylan John  
 Muldoon Peter  
 Mulhearn Wm (1928)  
 Mulhearn (1928)  
 Mullan Keith (F)  
 Mullans Edward  
 Munns Anthony C  
 Murphy C  
 Murphy John (F)  
 Murphy M  
 Murphy Pat  
 Murphy R L  
 Murray John  
 Murry Grant  
 Myers G (F)  
 Myers Sam (F)  
 Nash J  
 Naughton John (LF)  
 Naughton Judith (F)  
 Navin B  
 Neville Ian (F)  
 Newbury Wm  
 Newham Mrs  
 Nialn Geoffrey T (F)  
 Nichols Rod  
 Niewwendyk John  
 Nilsson Anne Vig  
 Noble Graham  
 Nolan Cynthia D (F)  
 Nolan Thomas  
 O'Halloran Terry  
 O'Hara Rod A  
 O'Meara Peter D  
 Oliver M  
 Onus Thomas (F)  
 Page G  
 Page Judy  
 Paine Anthony  
 Paine Arthur  
 Parker Charles Wm  
 Parker John  
 Parry mike  
 Partridge Geoffrey (F)  
 Paterson Fred W  
 Paulsen Craig (F)  
 Pearson C  
 Peiti David M  
 Pickering Richard

Piggott (F)  
 Pilati Don (F)  
 Pilgrim Phil (F)  
 Pillermann B  
 Piper Warren Ian  
 Platts  
 Poh Allan  
 Potts S G  
 Powell Anthony D  
 Powell Reginald E  
 Preco G (F)  
 Preston Valmont  
 Pryer W  
 Psaltis Manual  
 Purcell John  
 Quinlan J  
 Quinn D  
 Quinn Geoffrey James  
 Quinton Robert  
 Rankin Geoffrey  
 Rann Kevin  
 Rashinger Robert  
 Reardon John P  
 Reddcliffe T  
 Reddington Alan  
 Redman Jeremy  
 Redwin Leslie A  
 Rees David (F)  
 Rees David J  
 Rees Mervyn  
 Rees Roberta  
 Regan J  
 Reid Fred  
 Rich F C  
 Richardson Keith  
 Richardson R  
 Richmond Peter  
 Ridd J  
 Riddel Roy (F)  
 Ried R  
 Riordan Alan  
 Roberts H  
 Roberts Lindy (F)  
 Roberts Ronald K  
 Roberts T  
 Robertson D  
 Robinson F  
 Robinson Lester  
 Robinson Neville  
 Robinson Norman B  
 Rogers R  
 Rope Errol A  
 Rork John  
 Rosen K  
 Ross G  
 Russell DR R  
 Ryan Willoughby D  
 Sambrook David  
 Sanger Isabel (F)  
 Sanger Jack (F)



Sankey Phil J  
 Saunders Ben  
 Saunders Ethel  
 Saunders Peter (F)  
 Sawyers J (1928)  
 Saywell Alex D  
 Schafer P  
 Schmahl H  
 Schofield C  
 Scott G  
 Scott Kay  
 Scott Kerry (F)  
 Scott W L (1928)  
 Seccombe D  
 Seccombe P  
 Seccombe T C  
 Seivers Doug (F)  
 Sercombe David (F)  
 Sharp Wm  
 Sheather Nowl  
 Sherer Ronald T  
 Sherwood P  
 Short H T (1928)  
 Siegers James Wm  
 Simmons Adele  
 Simmons L  
 Simmons Peter  
 Siverwight Charles  
 Skeen D (F)  
 Skews Chris (F)  
 Slattery A  
 Small Norman (F)  
 Small Sybil (F)  
 Smart P  
 Smiles J  
 Smith A  
 Smith Alan F (F)  
 Smith Andrew (F)  
 Smith Barry  
 Smith Betty (F)  
 Smith Brenton (F)  
 Smith Charles G (F)  
 Smith Colin  
 Smith Harold Wm  
 Smith Peter D  
 Smith R  
 Smith R S  
 Smith Raymond H  
 Smith Rodney  
 Smith Ron Wm  
 Smith Wayne  
 Smithson J  
 Smithy G  
 Sommerland J  
 Spicer Eric  
 Spina A  
 Spruce S  
 Steadman Ivan (F)  
 Steer Gordon S  
 Stephens Jeffrey (F)

Stephens M (F)  
 Stevenson K  
 Stevenson Ken (F)  
 Stevenson Margaret (F)  
 Stevenson Ray  
 Steward Joyce  
 Steward Ray H (F)  
 Stewart Donald  
 Stewart Jeff  
 Stewart John (F)  
 Stewart Thomas Wm  
 Steyne RoySteinhart Errol L  
 Stirk Robert A  
 Stokes Gilbert  
 Strang John  
 Street David W  
 Street m  
 Streit Pater (F)  
 Strickland Thomas (F)  
 Strother Russell J  
 Sullivan Dally (F)  
 Sumner Graham (F)  
 Susans Ron (F)  
 Sutton Anthony  
 Sutton Neville D  
 Swanson M (F)  
 Sweetapple Janet (F)  
 Switger W  
 Synnott Bill (S)  
 Taite Andrew (F)  
 Tannerbaum Phillip  
 Tarborg Hans  
 Tarnam P  
 Tasker Barrie  
 Tasker C G  
 Tavener Sean (F)  
 Taylor Robert  
 Terry Colin C  
 Thomas Ron  
 Thompson Brian  
 Thompson C  
 Thompson P J  
 Thompson R  
 Thompson T H R  
 Thomson A A  
 Thorpe P  
 Thorsby Bruce  
 Thurlow W  
 Thynne Jim (F)  
 Tindal Wm  
 Todd S  
 Towns Richard (F)  
 Tozer Geoffrey J  
 Tradahl-Wiese V E  
 Travers John  
 Tiederman M  
 Trethewey Warren  
 Turnbull D S  
 Turner Arthur J  
 Turner Doug (F)

Tyson Toby (F)  
 Turner Karen  
 Unwin James  
 Uren Alan  
 Valentine John (F)  
 Van Braun F  
 Van Braun R  
 Vanderkolk Susan (F)  
 Vanderwaal Annie  
 Varley Alan  
 Vaughan R C  
 Venetz Tony (F)  
 Vermont G (F)  
 Vievers Ron  
 Vost Charlie (1928)  
 Waite John (F)  
 Wake Leigh  
 Wakefield WM H  
 Walker L  
 Wallace Colin  
 Wallbank G  
 Walls J  
 Walls John (F)  
 Walter C (1928)  
 Walter James  
 Walter Susan  
 Walters Bryson  
 Walters J (1928)  
 Watson A  
 Watson Clive  
 Watson George  
 Watson James W  
 Watson Robert  
 Watt H J  
 Watts B  
 Watts C  
 Wave L J  
 Wear Robert R  
 Webb Ian  
 Webber W Arthur  
 Weggett W  
 Welch Stephen  
 Weller Harry Owen  
 Wells Nancye (F)  
 Wells Ray (F)  
 Wenham Bruce  
 Wenman B  
 Wenzel R  
**West Lynn (F)**  
 Wheatley D  
 Wheeler Bob  
 Wheen A  
 White Edward J  
 White Errol (F)  
 White G  
 Whittaker (F)  
 Whittle M  
 Wibberley L J  
 Wichtman R  
 Wickham (F)

Wiese Vera (F)  
 Wiggins K  
 Wilkie Andrew (F)  
 Willett Kevin R  
 Williams F J (1928)  
 Williams J (F)  
 Williams Kenneth  
 Williams M  
 Williams Richard L  
 Williams Roger  
 Williams Roy  
 Willis Robert L  
 Willman Wm  
 Willmott R  
 Wilson Robert  
 Wiltshire John  
 Windows Richard  
 Winkel D  
 Winson George  
 Wirth Eric (F)  
 Wittleton Mark  
 Wolfgram C E  
 Wood Allan  
 Wood C  
 Wood H V (1928)  
 Wood Val  
 Woods Ronald  
 Wray James  
 Wray Ruth  
 Wright Alan  
 Wright Arthur  
 Wright E G  
 Wright G  
 Wright Gary K  
 Wright Howard  
 Wright Kerry  
 Wright Robert M  
 Wunderlich Beth (F)  
 Wyeth Iain (F)  
 Yarad Jacques  
 Young C  
 Young Hilton  
 Young Irene  
 Young Roy V