

# AVIATION MUSEUMS

The Newsletter of the Australian Aviation Museums Association Inc.

## Lockheeds, Lockheeds, and more Lockheeds!

It was just over a decade ago that the CAA swept aside the draconian regulations which, until then, had seriously limited the private ownership and operation of aircraft in the vintage and historic categories. Already though, it is possible to distinguish certain "trends" and "themes" which punctuate the (albeit, brief) history of Australian aircraft preservation. We can see now, with the vantage of hindsight, that the promulgation of ANR108A (in 1980) was the catalyst for a flood of acquisition, restoration and flying activities which, even now, show little sign of abating. Organisations like the Historic Aircraft Restoration Society (HARS) and Australian Warbirds can both trace their origins back to this period, and this single piece of legislation. Of course one doesn't have to look too closely at this period to also distinguish a few key players, names that have recurred throughout the 1980s and which, upon reflection, will be seen to have profoundly influenced the direction of our nascent aircraft



*Australia Bound. Constellation 54-157 being overhauled at Tucson in preparation for its 1993 trans-Pacific ferry flight.*

preservation movement. And if one cares to look again, beyond this small group it is possible also to distinguish yet another important name, a name known the world over which has continually dominated both the profile and direction of these local interests. That name of course, is *Lockheed*.

While Bruce Andrews and Harvard NZ1085 have rightly earned their place in history as the first to take advantage of the ANR108 regulation, it must be remembered that it was Peter Rundle's Neptune (VH-IOY) which gave us a more accurate portent of what the future had in store. ANR108 had scarcely run the course of a year and already, anything seemed possible. No sooner had IOY begun to thrill the northern crowds when there emerged — in the south — yet another Lockheed twin. John Love's L12 (VH-ABH) soon became the star attraction at most southern airshows, at the same

time establishing a new standard for future restorations. It was also around this time that Malcolm Long introduced us to A16-105, (then) the world's only airworthy Lockheed Hudson.

Interest in collecting, restoring and flying these aircraft — particularly military types — diversified to a point where, in the mid 1980s, Australia had emerged as an international focus for vintage and historic aircraft enthusiasts. Here as elsewhere, latter day American and Communist Bloc hardware began to arrive in ever increasing numbers, dominated of course by your Trojans, Bird Dogs, Nanchangs, and Harvards ad infinitum. Still though, it was the name Lockheed which held out the greatest promise, and offered the most cause for excitement. The belated arrival of the RAAF Museum's Lockheed Ventura would also signal the beginning of a new era characterised by a thawing of institutional attitudes.

For the first time, the private sector had been given an important role in helping to shape a Commonwealth collection. More importantly, we had witnessed the emergence of a more pro-active, co-operative and entrepreneurial spirit at the governmental level.

Then along came the De La Hunty juggernaut, stunning both Australian and French officials when, in late 1989, it crossed the Pacific in a French naval reconnaissance bomber salvaged from a Tahitian fire-dump. Never before had an Australian team embarked on a more ambitious restoration, and never before had such a complex undertaking been completed successfully on a volunteer, privately-funded basis. The aircraft concerned, need I say it, was a Lockheed (P2V-7, BuAer. No.147566). A Spitfire, Kittyhawk or Fiat would periodically emerge to steal the limelight but invariably, it was the Lockheeds which consistently earned the accolades and defined the movement's future direction. It was little wonder then that Laurie Ogle's immaculate L10 (VH-UZO) should also steal the show when, late last year, it made its debut appearance at the RAAF's 70th Anniversary Airshow. With such overwhelming interest in the multi-engined, multi-tailed Lockheeds, it seemed like only a matter of time before speculation would turn towards that ultimate Lockheed statement, the Super Constellation.

The Queensland Air Museum and the Museum of Victoria had

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in fact, both taken some tentative steps in this direction — back in the halcyon pre-Bicentennial days — only to be overwhelmed by official inertia of one kind or another. For many however, the prospect of an Australian Constellation seemed beyond the realms of credibility and besides, Bruce Simpson had distracted everyone's attention by arriving home with a Lockheed Lodestar (c/n 2388). The C-60 had barely touched ground when news of yet another fabulous Lockheed began to filter out. Chances are that it won't be the massive Antonov airliner, the tiny Bede jet, or the exotic Stealth and Boomerang fighters which steal the hearts and minds of the few hundred thousand onlookers expected at Avalon in a few months. Instead, it will most likely be the sight and sound of yet another Burbank product....Malcolm Long's fastidiously restored Hudson bomber. What then does the future hold for us? A16-112 must surely be the last Lockheed to come out of the hat, signalling the end of this venerable marques decade of domination. Not so. For it seems certain now that the best is yet to come.

Undeterred by its 1988 failure to secure an Indian Navy L1049, the Museum of Victoria continued to investigate alternative mechanisms for acquiring a Super Constellation. This search was given added impetus last year when the Victorian State Museum and the RAAF Museum formally committed their collection resources to the development of the National Air and Space Museum of Australia (NASMA). These efforts were rewarded last November when the USAF Museum at Dayton, Ohio, agreed to make its last C-121C available to NASMA on an "as is where is" basis. This particular aircraft, 54-157, had been stored at Davis Montham's desert storage facility since its last flight in 1977. It had, by then, accumulated a mere 18452.6 airframe hours, its last assignment being with the 193rd TEW Group based at Middletown in Pennsylvania. The C-121C is in fact the military

equivalent of the L1049 Super Constellation variant, comparable in most every respect to the versions used by Qantas to establish its trans-Pacific and trans-world services. Unfortunately the last of the Qantas Super Constellations, VH-EAB, had already been scrapped in Kuwait in 1982. Coincidentally, HARS President Bob De La Hunty had also been looking at that time to acquire a Constellation which his group could continue to operate on the Australian airshow circuit. As his aims were so closely aligned with the Museums, there was clearly an opportunity for the two interests to join forces and co-operate on the seemingly Herculean task of ensuring that 54-157 was returned to Australia at the earliest opportunity. And so the stage was set for what will likely prove to be the most ambitious and successful joint undertaking ever attempted from down under, involving both local and overseas aviation heritage interests. The organisers of this Antipodean *Save-A-Connie* project have, in the space of just six months, been overwhelmed by expressions of private and official support. Already the planning has progressed from the nebulous "maybe" phase, to the point where arrival dates and registrations have had to be selected.

What best distinguishes the Constellation from other Australian restoration and flying programmes, is the degree of co-operation between governmental, industry and private interests. Under the terms of an agreement worked out with the USAF Museum in Dayton, the Museum of Victoria is to remain primarily responsible for the aircraft. The State Museum, in turn, has since entered into an operational agreement which provides for HARS to refurbish and deliver the Constellation on the Museum's behalf. It is hoped that the aircraft will then continue to operate at airshows and special events throughout Australia with HARS being retained as the operator. As a joint partner in the NASMA development, 157 will ultimately be used by the Museum of

Victoria to complement the national aeronautical collection being established at Laverton, west of Melbourne. For the moment however, every effort is being focussed on the immediate task of readying the aircraft for its 1993 trans-Pacific ferry flight.

The Connie airframe was found to be in excellent condition after HARS engineers completed their initial survey last November. Concerns that the aircraft may have been extensively ratted were soon allayed and indeed, the only significant problem area has been the accumulation of guano, caused by one of the cockpit windows having been left ajar. 157 is fully configured as an airliner complete with seats, overhead baggage racks, kitchen, male and female lavatories. The task of refurbishing the aircraft has been greatly assisted by the involvement of the Pima Air Museum which has generously agreed to accommodate the Connie during the overhaul phase. Thus, on April 16th this year, AMARC ground-crews prepared to move Davis Montham's last Constellation. By day's end the majestic airliner had been gingerly repositioned alongside Pima's massive new restoration facility, clearing the way for an all-out assault by a determined group of Australian volunteers. HARS members have now made a number of relay trips to Tucson, arriving at ever diminishing intervals as the project gathers momentum. An intensive clean-out was commenced in May in parallel with the all important engine overhaul work. Although accessories had been removed from all four engines, replacement units have since been purchased locally. HARS engineers (mostly Qantas employees with extensive Constellation experience) had repaired all four engines by mid-August and ground-testing is expected to commence in September. On present indications the aircraft is expected to arrive in Australia in June 1993. The Australian *Save-A-Connie* seems now to have captured the public's imagination in a manner, and on a scale, never seen before in this

country. Equally remarkable is the fact that the entire undertaking has been funded by private subscription. Having dug deep into their own pockets, HARS members were rewarded recently by the news that Air BP had generously agreed to provide the substantial quantities of fuel and oil needed for both testing and ferrying. Good ideas have a way of transcending even international boundaries and the restoration of 157 is no exception in this regard. After having read about the project in the *Tucson Advertiser*, The President of Lockheed's massive Aeromod Centre, Mr Dick Scholl, also offered to assist by providing tarmac space and access to his company's extensive engineering facilities. One couldn't wish of course for a better product endorsement, or sponsorship. Australia Post will also be releasing a Constellation pictorial envelope in October, coinciding with the Avalon Airshow.

For every high-profile corporate sponsor however, there are countless silent supporters who — in spite of the recessionary climate — remain inspired by this initiative. These anonymous contributors, coming from the most unexpected quarters, are helping to guarantee the success of this remarkable venture. With such wide-ranging and enthusiastic support, it seems certain that the name Lockheed will continue its dominance of the Australian aviation heritage movement, even into the next century. It is also increasingly apparent that there is much more to this exercise than just a name, and the maintenance of a quaint tradition. Looking beyond the marque, it's possible now to distinguish fundamental changes which are likely to have far-reaching effects on the way our heritage community conducts itself. Who would have believed even two years ago that it was possible for the private sector to elicit such wholehearted co-operation from a government instrumentality? That a body of public servants would not only agree with, but assume the initiative for such an unprecedented undertaking is

nothing less than staggering. Never before — in this country at least — have we witnessed such a degree of intra and international accord involving, as in this instance, no less than four leading aviation museums. Equally remarkable is the manner in which the corporate sector, comprising some of the biggest names in the aviation industry, has lent its collective weight to this single vision.

This is much more than just another Lockheed for Australia. What we're witnessing here I suspect is a turning point, the beginning of a new co-operative era which, if Constellation 157 is any indication, promises much for the future. ■

## Valuation Guidelines

The AAMA has notched up yet another milestone in its programme of encouraging more direct and cooperative negotiations with the Commonwealth. At a meeting convened by the Association in Melbourne last November, the Secretariat of the federal committee on Taxation Incentives for the Arts (TIA) met with AAMA executive members and aircraft valuers from around the country. Representatives from the Powerhouse and RAAF Museums, which have both derived considerable benefits from the TIA Scheme, also took part in these important discussions.

Although the TIA Scheme has been operative since 1981, and has generated hundreds of thousands of dollars worth of donations, valuers have always had to operate in isolation without the benefit of dedicated guidelines. While the aviation community has so far been able to avoid any disputation, it was all too obvious that the existing arrangement was inadequate. As a relatively small interest group operating in a decidedly esoteric field, and having to deal with wildly fluctuating prices, it seemed inevitable that the honeymoon would soon end.

It was against this background that Commonwealth representatives agreed to meet with TIA approved valuers from around Australia, with a view towards developing specific guidelines for the valuation of aircraft and aeronautica. There are presently about half a dozen approved aircraft valuers and it was pleasing indeed, that most were able to attend this meeting. The guidelines developed at this meeting were formally adopted by the Committee in February of this year, and have since been



*Ansett is now converting one of its last F27-200's to salvage after having failed to find a buyer for the aircraft, (airframe TSN 43,000 hrs.). VH-MMV had been maintained in excellent condition, having last flown in July 1988. The decision highlights both the limitations of the Taxation Incentives for the Arts Scheme, and the depressed state of the international aircraft market. Also seen to be at risk now is the airline's oldest Friendship, VH-MMR, which has been held in open storage at Tullamarine for the past four years. MMV's fuselage has reportedly been sold to the Broadmeadow's TAFE.*

published (in full) in the *Commonwealths Guide to the Taxation Incentives for the Arts Scheme — July 1992*.

The new aircraft valuation guidelines — which remove much of the imprecision and subjectivity previously associated with this class of property — have been interpreted as a major achievement for the AAMA Inc. This is thought to be the first occasion on which a special interest group has taken the initiative in this area, and successfully negotiated the adoption of its own draft guidelines (the only other guidelines provided by the Commonwealth relate to the valuation of scientific journals, manuscripts and other paper-based documentary material). ■

## News

- Mr Graeme Flanagan, Managing Director of the Old Aeroplane Company based at Tyabb (Vic.), has been authorised by the Taxation Incentives for the Arts Scheme (TIA) to value "aircraft, aero-engines and associated parts". Other approved valuers include Bob Eastgate (Melbourne), John Markham (Subiaco), Frank Young (Sydney), Adrian Denman

Army has provided the MAAF with six Lysaght hangars by way of compensation. It is estimated however that \$250,000 dollars will need to be raised before the hangars can all be erected. On a brighter note, the Museum expects that its Sioux helicopter, A1-720, will be flying at the Vietnam Memorial dedication in Canberra in October.

- After a year of protracted investigations the Commonwealth's Inquiry into the Future Use of RAAF Williams, Chaired by the Hon. Barry Jones, has brought forward the recommendation that the National Air and Space Museum of Australia be established at Laverton. The decision is expected to clear the way for the NASMA Working Party to accelerate its planning and establish an initial presence on the airfield. ■

## Wackett Bonanza

The present wave of government asset disposals has both stunned and delighted aviation aficionados. While the threatened closure of Point Cook may have sent shock waves through the aviation and heritage communities, the closure and sale of Cockatoo Dockyard in Sydney has instead become a cause for considerable excitement. The Dockyard became a focus for aircraft design and manufacturing after Lawrence Wackett moved there in 1930, having resigned his command of the RAAF's Experimental Aircraft Section. In the course of winding down their operations, Dockyard officials recently found an extensive collection of pen and ink drawings by Wackett, relating to his involvement there from 1929 to 1934. These include working drawings of a number of production aircraft such as the Warrigal, Widgeon II, Seagull II, Codock and Wapiti. The discovery has also shed light

(Gilberton), James Harwood (York) and Mark Clayton (Melbourne).

- Ms Margaret Lonigan of Sydney has been awarded a \$10,000 C H Curry Memorial Fellowship from the Library Council of NSW. The Fellowship is to assist Ms Lonigan with the research and writing of a history of Australian women in aviation.
- Graeme Horne, Curator of the Air Force Association at Bullcreek, Western Australia, has been awarded the inaugural Queensland Museum Prize, given to the top student in the Community Museum Management Course offered by the Material Culture Unit at James Cook University.
- The Museum of Australian Army Flying (MAAF) at Oakey has been forced to relocate to a new site on the western side of the Base. The

on a number of little, and previously unknown Wackett designs which never got past the drawing board stage. These include a three-place coupe monoplane, a four-engined monoplane, a single-engined diesel monoplane, an *Express* tri-motor monoplane, a three-place fleet reconnaissance biplane amphibian (known as the *Waterbird*), and another monoplane amphibian referred to as the *Watersprite*. Significantly, the collection also sheds light on Wackett's lesser known interest in hydroplane and high-speed ferry design.

Fortunately this remarkable collection has now been completely accessioned and taken over by the Australian Archives Office in Sydney. Also handed over to Archives at that time was a unique collection of black and white lantern slides relating to activities at the RAAF's Experimental Station at Randwick. ■

## Highland Discovery

Australia's oldest aerial navigation aid has been rediscovered, intact, near the remote north-Victorian township of Strathbogie. In 1936 the air safety committee of the National Safety Council approached school committees in some country areas with the suggestion that they co-operate in marking out—in huge letters—the name of their respective towns. These were in effect a precursor to the roof-top names which proliferated in the pre-electronic era, and which are still very much in evidence today. Strathbogie was selected to be included in the network because of its distance from the main Melbourne-Sydney air route, and also because of its mountainous location.

Students were employed under the guidance of the local schoolmaster to mark out the name STRATHBOGIE in giant 9' by 4½' letters. Each letter was marked out with square shaped stones embedded in the ground



*Before and after. Strathbogie's unique ground-marker as it appears today (top), and as viewed from an overflying aircraft in 1936 (below).*

—all joints being set in concrete. The site chosen for the name was first ploughed and the top soil scooped off to a depth of six inches, leaving a red clay surface. The lettering was then painted "pure white" to enhance its contrast. The site selected for this primitive navaid was a rising knoll about half a mile due south of the township. The only directional wireless aids in Australia at that time were installed on the Tasman Sea and Bass Strait routes.

Ironically, it is the town's relative isolation which has also assisted the survival of this unique relic of Australian aviation. A Council road has begun to encroach on the marker, and the school which built it has long since disappeared. Incredibly though, the ground marker has survived for fifty-six years, complete in every detail. ■

## Disposals

Intervention by the Association appears to have forestalled plans to dispose of Australia's oldest Lockheed Neptune. Built originally as a Model 426-11, A89-302 (c/n 426-5022) is now thought to be the only survivor of the P2V-4 production run. A long-time resident of RAAF Wagga Wagga, 302 has been progressively stripped to the point where it can no longer be considered a candidate for airworthy restoration (302s HF mast antenna now adorns Lancaster *G for George*). Although still suitable for static display, the option of scrapping the airframe hadn't also been ruled out. The Association has now received advice from the Defence

Minister's Office that "the RAAF will seek to have the aircraft accepted as part of the cultural heritage". This *Yes Minister* phraseology is thought to mean that 302 may yet be taken on strength by the RAAF Museum.

- Coming hot on the heels of the massive Dubbo C-47 clearance sale (purchased in toto by Peter Anderson's company, *Mustang Aviation*) is the announcement, expected soon from the Minister for Defence, that the Stores Depot at RAAF Tottenham has also been listed for closure. The Depot has long been the source of persistent rumours suggesting that it contains many line items of heritage significance. Although the timetable for the Tottenham wind-down has yet to be announced, it seems likely that the Depot's gate guardian—Sabre A79-907—could become available for disposal in the short term.

- The Australian Army has begun disposing of its last fixed wing aircraft, the Pilatus PC-6 Porter. Porters first entered service with the Army in 1968, half a dozen having been lost since then during operational flying. In all, eleven aircraft are being offered for disposal. In what amounts to a significant departure from previous Commonwealth disposal procedures, the Army has elected on this occasion to deal direct with a commercial broker, rather than the government's *Aussales* division. Two of the Porters have been earmarked for preservation with A14-652—the first to be taken on strength—destined to remain with the Museum of Australian Army Flying in Oakey. A14-690 (illustrated), which was damaged by enemy ground fire in Vietnam, has been allocated to the Australian War Memorial. It is disappointing that another machine wasn't reserved for the national collection, to represent the Porter's equally significant contribution to the development of Australian

civil aviation. Porters were used extensively by the Snowy Mountains Authority, and played an important role in assisting the development of our Trust Territories of Antarctica and Papua New Guinea. ■

## For Sale

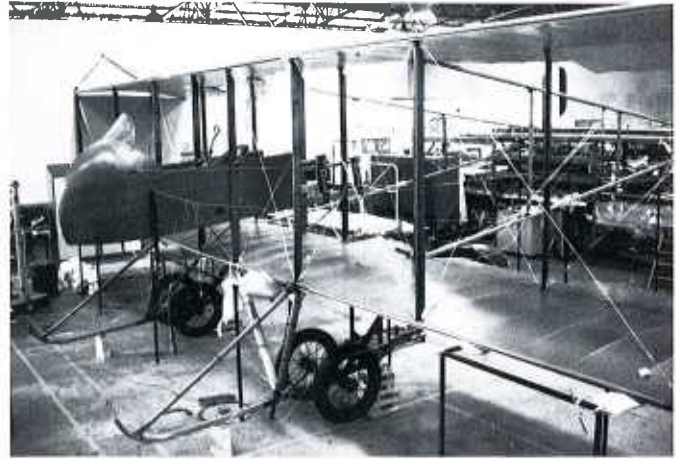
- Australia's only airworthy Avro Anson (VH-BAF) has reportedly been put up for sale, marking the end of a forty-three year partnership between the venerable Aggie and its present owner, Mr Terry Brain. The metal-wing Mk.1 joined the Airworld collection in August 1988 where it has been maintained in flying condition.
- The sale of Wobbies World at Nunawading has again focussed attention on the future of Australia's only (complete) Vickers Viscount. Owned by the Moorabbin Air Museum (AARG), the former TAA and RAAF Viscount (VH-TVR) has for many years been a landmark in Melbourne's western suburbs. The Powerhouse Museum in Sydney is also understood to have made some initial overtures. The entertainment park's sale, as a going concern, would at least give the AARG some breathing space.
- The Australian War Memorial has called for tenders to purchase its B-25J, VH-XVV. Warbird enthusiasts, in particular, will be more than a little relieved to see the Mitchell leave the Canberra tomb where it has spent the last five years. The announcement has caused wonderment about the planning and decision making processes that are being applied to the management of our national collection, particularly when one considers the following remarks made by the Director in 1987 when defending the Memorial's decision to ground the aircraft... "the only way the Mitchell could be preserved with certainty for future generations was to make it a

static display...It is virtually irreplaceable and our primary concern is to preserve it for future generations".

- Also on offer from the AWM are a pair of CAC Mk.23 Mustang wings (A68-140 & A68-136). These were formerly owned by ARL and recovered from the DAS store at Oaklands (NSW) in the mid 1980s.
- The Powerhouse Museum's Council of Trustees has rejected an offer to purchase Gaby Kenard's Piper Saratoga (VH-GHF) for \$140,000. This is the aircraft which she flew solo around the world in 1989. ■

## Restorations —RAAF Museum

- Work on the PNG Bostons continues at a snail's pace. While the engines remain at Wagga Wagga the outer wings have been moved yet again, this time from Qantas (Mascot) to the South Brisbane College of TAFE.
- Mustang A68-170 is expected to be ready for flight testing by year's end. Most of the metalwork is finished and the engine rebuild is 40% completed. The marathon restoration of A68-137 at Townsville is also said to be nearing completion.
- Work on Mosquito A52-600 is set to commence at Richmond under the aegis of No.2 AD personnel. The wood for this mammoth project has already been ordered
- Scheduled for completion in November is the stunning Maurice Farman Shorthorn restoration (illustrated). The huge biplane is said to be 70% original, the only concessions to modern technology being the use Dacron wing coverings (in lieu of Irish linen) and stainless steel flying wires (in lieu of piano wire). The Australian War Memorial



The RAAF Museum's stunning Maurice Farman Shorthorn — on target for a November roll-out.

however has thrown cold water over plans to taxi the aircraft, arguing that its sectioned RAF 1 engine (which has been loaned by the AWM) is imbued with some—as yet unspecified—"historical significance".

- Production drawings for the Walrus (HD874) have now been obtained from Hendon, allowing for work to proceed in earnest once the Shorthorn is completed. No.1 AD personnel have already machined many of the replacement engine and cowling fittings.
- Meteor A77-870 has now entered the paint shop at Point Cook, and is expected to reappear resplendent in the colours of the RAAF's first aerobatic team, the *Meteorites*.
- No.21 Squadron has had to abandon the airworthy restoration of the RAAF Museum's T7 Meteor, A77-705. The airframe and systems were all checked out as satisfactory but

unfortunately, the Air Force was unable to locate any suitably documented Derwent 8 engines. Although these engines are still quite common locally, the Museum was unable to find any with logbooks and/or adequate paperwork. The Meteor will therefore have to be buttoned up and returned to Point Cook for static display. ■

## Elsewhere

- The airworthy restoration of Qantas' oldest surviving aircraft is soon to commence in Sydney. Owned by John Pettit of Geelong, Puss Moth VH-APU is one of only two DH80s known to exist in Australia. The aircraft is understood to be on loan to Qantas which, in turn, has engaged the Historic Aircraft Restoration Society to restore the fuselage on its behalf. The wings have already been sent to New Zealand for rebuild.



The Australian War Memorial's latest acquisition. A14-960 was competing in the 1984 Southern Cross Air race when this photograph was taken at Moorabbin (Bob Wills).

Qantas, whose marketing department has made liberal use of the company's well popularised heritage, is thought to be looking to find a replacement for the Avro 504 which had been on loan from the Australian War Memorial since 1965. ■

## National Estate Landmark

After three years of deliberation and research, Hobart's diminutive Holyman Building has finally been added to the Register of the National Estate. The Qantas hangar in Longreach (Qld) is the only other aviation related structure in Australia to have ever received such prominent recognition. Unlike a National Trust listing, properties added to the National Estate Register are afforded Commonwealth legal protection. The Registration, which was gazetted on June 30th 1992, recognises the building's importance as the administrative birthplace of the Australian domestic airline industry. The building in Morrison Street takes its name from Sir Ivan and Victor Holyman who were the principals behind the success of Holyman Airlines. The latter was well known for his WW1 aerial exploits, while the former went on to dominate the Australian domestic airline industry for almost two decades.



The Holyman Building exemplifies an almost universal response that saw the shipping industry among the first to react to the post-war development of commercial aviation. In Australia as elsewhere, it was the large shipping interests like Huddart Parker Ltd, the Union Steamship Co., and the Adelaide Holyman Steamship companies that first embraced the threat of aerial transport by underwriting Australia's nascent airlines. If you can't beat them, then join them! Holyman's airline interests eventually came to overshadow its traditional shipping base.

The building's dockside location and architectural embellishments (e.g. flagstaff) lend further emphasis to the historical association between sea and air. The structure is, in a very real sense, a mirror to the fortunes of the Australian domestic airline industry, its key players and events. Built in the art-deco style during the golden age of world (and Australian) aviation, it served for twenty years as an administrative/sales centre for Holyman Airlines, Airlines of Australia, and Australian National Airlines (ANA). Its conversion by the Holyman business empire in 1957 coincides with the death of Sir Ivan Holyman and the demise of ANA. These events, in turn, gave rise that same year to the creation of Ansett-ANA and the two-airline policy which persists, in effect, to this very day.

The Holyman's are remembered as innovators who revolutionised air travel in this hemisphere by introducing flight attendants and, more importantly, the modern Douglas airliner. These developments were administered from the upstairs office of No.5 Morrison Street, being so successful that *Bungana* (Holyman's first DC-2) later came to be known as a household name. Equally important from the heritage viewpoint is the fact that the company's "operational" component — the hangar now occupied by Par Avion at

*Hobart's Holyman Building, one of only two aviation related structures included on the Register of the National Estate.*

Cambridge — has also survived intact. These structures represent the administrative and operational elements of the one organisation and as such, are functionally and historically connected. Nowhere else in Australia has this important industry relationship been preserved.

The registration is seen also as a belated acknowledgement of Tasmania's significant contribution to the development of the Australian and international airline industries. Despite its relative isolation, population and size, Tasmania has produced such legendary aviators as Sir Hudson Fysh (Qantas founder), Sir Ivan Holyman (ANA Managing Director), Harold Gatty (Manager of PanAm and founder of Fiji Airlines) and Lt Frank Alberry (one-legged AFC ace). In this regard, the building offers an appropriate symbol and reminder of the state's hitherto understated contribution.

Built in 1934, the structure is now owned by the Hobart City Council. Until recently, it had been earmarked for demolition to make way for a \$27 million John Holland Civic Square development. Ironically, the local branch of the National Trust couldn't find sufficient justification for listing the building when the nomination was first presented to them in 1990. ■

## Donations

The Moorabbin Air Museum has been given a Foil 165 Series A hang glider. The donation was made in accordance with the provisions of the Taxation Incentives for the Arts Scheme. ■

### Membership & Subscription Enquiries

Membership of the AAMA is open to all at the rate of \$10 (student), \$20 (individual), and \$25 (institutional). Enquiries and remittances should be directed to: The Secretary, AAMA Inc., P.O. Box 286, Williamstown, Victoria, 3016, Australia. Ph: (03) 6285924 B/H, Fax: (03) 6285235.

## Committee Appointed

The Association appointed its first full committee in November last year. The new line-up comprises Sqd Ldr John Matthews — RAAF Museum (President), Kevin Gleeson — Airworld (Vice-President), David Crotty — AARG (Secretary), Dion Makowski — CNAPG (Treasurer), Graham Sawyer — Ansett Museum (Committee) and Mark Clayton — NASMA (Committee). The committee's profile reflects the Association's wide-ranging support base. The committee — which has met regularly throughout this year — replaces the interim management which had been chaired by Laurie Ogle. Special tribute was paid to Laurie at the last AGM for his dedication and generosity in steering the Association through to Incorporation. ■

## Publications

- *I Sustain The Wings — A History of No.11 RSU, RAAF, 1942-45*, Air Cdre CR Taylor, self published 1992 (264pp, sbk., illus., b&w).
- *My Battle*, Harl L Hogan, self published 1992 (117pp, sbk., illus., b&w). An RAAF pilot's experiences flying Lancasters (44 Sqd.) in Europe, Wellingtons and Liberators in the Middle East.
- *Queensland Airfields — 50 Years On*, Roger R Marks, self published 1992 (250pp, sbk., A4 illus., rrp \$25). Orders to 20 Koumala St., Mansfield, Qld., 4122.
- *Primaries Omnigeneous*, David A Craddock, self-published 1991 (85pp, sbk., A4 illus., b&w). Volume 2 of David's pioneering study of Australian designed gliders, sailplanes and human powered aircraft covering the years 1919 to 1930. Orders to 78 Kent St., Epping, NSW, 2121. ■