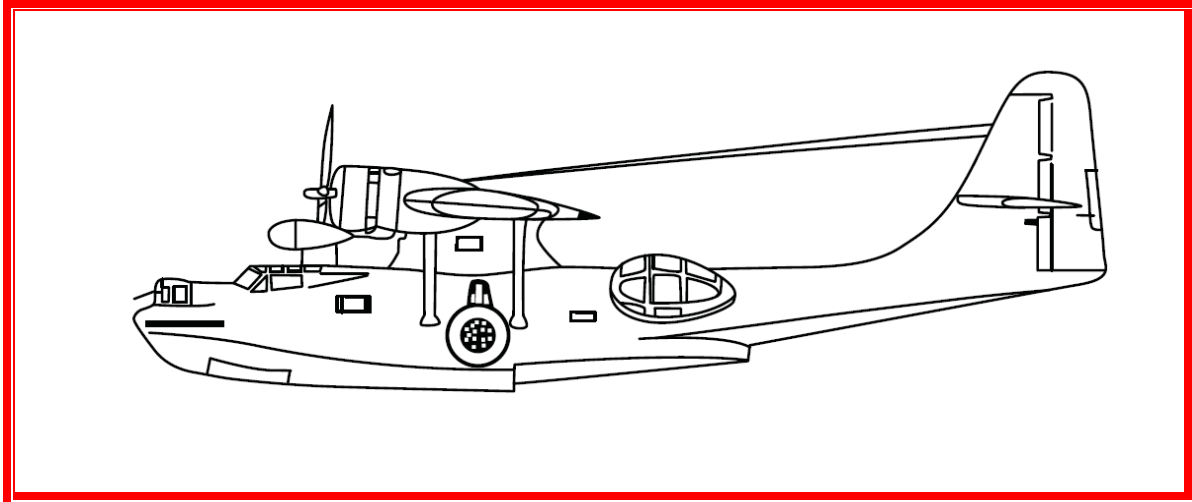


NEWSLETTER



What's News?

Item	Page
Looking back (and forward)	2
Museum and Hangar Complex at Rathmines – MOU Update	5
Group Captain Paul Metzler	6
Sydney Morning Herald Article – 10 November 2010	8
New Members/Donations	9
Best Wishes for the Festive Season	9

Looking back (and forward)

If the title of this item looks familiar to you, then you are to be congratulated on your sharp memory. For in December 2009, the concluding article in the final newsletter for 2009 was identically titled. I think this is appropriate, because it necessary to stop at regular intervals and take stake stock, reflect on what's been done and what lies ahead. The end of a year seems, to me anyway, an excellent time to be doing this, as we are probably negotiating the same process with many, if not all of the endeavours that simultaneously devour our time and increase the speed at which it passes.

Those of you who have embarked on or been involved in long term projects (like the one we often talk about in this newsletter!) will appreciate that such endeavours are punctuated by periods that move along at an absolute snail's-pace, where nothing much appears to happen, time drags on and progress is incremental - the "slow" times. Territory reserved only for the patient. Then there are those times where things surge ahead in leaps and bounds, with much appearing to be achieved in a small space of time, this bringing much joy and gratification to those among us who are less patient for results - the "fast" times.

Well, the Catalina Flying Memorial Ltd (CFML) has been going now for some years – long enough now for it to be able to reflect on some fast as well as slow times. Now I concede that the concepts of "slow" and "fast" are both subjective and relative – what is slow or fast to some may not be to others, and the concept of speed is a relative one anyway (don't worry – this is not about to degenerate into a physics dissertation!). "Fast or slow compared to what?" is a reasonable question to ask. So what is said from here on is merely based on my perception of these things.

If I had to guess what most of you would have considered 2010 to have been for the CFML, my guess is that you would have judged it a slow year. Why is this?

As far as large achievements are concerned, the last 12 months have brought few, because a necessary condition for a fast year is lots of money – about \$150,000 alone is required to get VH-CAT's Certificate of Airworthiness. Our situation in trying to secure a major sponsor or two to provide this funding has not changed since last year and for as long as this continues to be the case, the years will remain slow ones.

However, a slow year does not mean zero momentum. The project continues to move forward, thanks to the enthusiastic and generous support of a small team of volunteers, donors and the generosity of Bankstown Airport who are allowing us to park there free of charge.

I mentioned earlier that speed is a relative term – I think you would agree that 2008, for example, was fast because in that year we saw the purchase of the zero-timed engines, their shipment to Portugal, attachment to VH-CAT and its ferrying to Australia. To date, 2008 has been a difficult year to beat! So the following years

inevitably appear slow by comparison. The table below summarises the progress of the Catalina Flying Memorial from the beginning.

Year	Milestone achievements
2007	<ul style="list-style-type: none"> • PBY 6A CC-CNP, resident in Seia Portugal acquired by the CFML. Aircraft re-registered VH-CAT • Preparation for ferry flight to Australia commences – ferry crew and engineers on site. Unfortunately, engine failure the day before the scheduled departure forces abandonment of the ferry flight. Decision made to recall the ferry crew to Australia and leave the aircraft in Seia until the passing of the northern Winter and the acquisition of two new engines
2008	<ul style="list-style-type: none"> • Two new engines sourced and purchased, shipped to Seia • New engines fitted • Aircraft assigned temporary registration N160AT for the ferry flight • 7 December - N160AT finally arrives at Bankstown • Aircraft re-registered VH-CAT
2009	<ul style="list-style-type: none"> • The mobilisation of our volunteer workforce assigned to work on VH-CAT • The development of an organisational structure for the CFML • The development of a Mission Statement for the CFML • Work commenced on a Business Plan • A functional base for the CFML volunteer workforce in the form of its clubhouse at Bankstown established • The establishment of a management team with the aim to build the CFML into an effective operating entity equipped to meet the challenges of the future and at the same time, working to meet the aims of its Mission Statement
2010	<ul style="list-style-type: none"> • Scope of work and approximate cost for VH-CAT's Certificate of Airworthiness identified • CFML business plan finalised, this giving clear visibility on how the CFML could move forward. The business plan is essential to demonstrate the CFML's future viability to potential major sponsors. • Work continued throughout the year on the aircraft, albeit on an incremental basis given the limited availability of funds. Perhaps the most significant achievement in this area was the removal of the water tank and associated equipment, this being achieved with minimal cost given that this was achieved by our volunteers, with advice from Gordon Glynn from the Historical Aircraft Restoration Society. • Memorandum of Understanding (MOU) finalised and signed for the Development of the Museum and Hangar Complex at Rathmines • Feasibility study commenced for the Development of the Museum and Hangar Complex at Rathmines

From the above I think it is now plain to see that we have indeed, continued to move forward. We've been able to get on with the small inexpensive stuff, but *small* doesn't mean unimportant. For example, the Business Plan is an absolutely essential tool for any business, regardless of its purpose, but particularly essential for the CFML in its efforts to secure funds.

2010 was a slow year for the CFML, but not one without achievement. Momentum is still there. We continue to move forward. Meanwhile, the good folk up there at Lake Macquarie continue to wait patiently for their Catalina as she slowly edges her way home.

For the other parties to the MOU whose focus is the establishment of the museum and hangar complex at Rathmines, I reckon it's been quite a fast year, with the MOU signed and the feasibility study for the establishment of the complex funded and underway.

Yes, things do continue to move forward. As always, a necessary condition for increased speed is increased funds.

Speed is proportional to money squared.

(Sorry, that physics genie is trying to get out of the bottle again!)

The "Global Economic Downturn" was obviously a huge setback for us - we are finding it more difficult to attract sponsors and donors, even those who had previously indicated their financial support.

With the shortage of money, progress of work on the aircraft has been slow to say the least. We still have vital positions within the management team that need to be filled, especially that of Fund Raising and PR Manager. We need someone who specialises in this field if we are to raise enough money to keep going.

So please get in contact with us now if you think you can help us on the next stage of our journey.

So what lies ahead in 2011? I asked this same question of 2010 in the December 2009 newsletter. The answer I gave then was:

It all depends on money, of course. At the very least, we can look forward to a continuation of the consolidation work being undertaken by the CFML management team and the continuation of the work of our Bankstown volunteers, albeit incrementally.

There is a small bunch of us who are determined to do our best to see this project succeed, albeit against formidable odds. It is important for you all to understand that this project is no mere feat. In effect, we are faced with simultaneously restoring a 65 year old aircraft and building a business with an operating budget in the order of \$200,000 per year. This IS achievable. For example, we could have five corporate sponsors each donating 40,000 tax-deductible dollars or four major sponsors donating \$40,000 plus \$40,000 in small donations, our reliance on sponsorship reducing over time once we start carrying fare-paying passengers.

We need over \$50,000 just to get the C of A to enable us to fly the aircraft in Australia. An operating Catalina won't suddenly appear at Rathmines at the snap of the fingers. We need money, and lots of it if we are going to achieve the aims of the project.

So what am I going to say about 2011? See the blue text above for the answer, only replace the figure of \$50,000 with \$150,000 and increase the age of the aircraft by one year.

In this same newsletter, I expressed my hope that this time next year, I can report that we:

- *have our management team finalised*
- *have our Operating Plan in place*
- *have succeeded in securing the funds we need to get our C of A*
- *have our C of A, and finally*
- *were able to get VH-CAT up to Rathmines and up on display on the hardstand up there for all to see at the 2010 Catalina Festival.*

So, what do I hope to report in December 2011? Again, take the blue text above and:

- delete the second bullet point about the operating plan (this is the business plan) because that has been achieved
- replace 2010 with 2011 in the last bullet point.

Can you help us get there?

Remember.....

PBYCATALINA

Please **B**ring **Y**our **C**ash **A**nd **T**ime **A** Large **I**nvestment **N**eeds **A**ssistance

Colin Cool, Editor

Museum and Hangar Complex at Rathmines – MOU Update

By Mike Usher, President of the Rathmines Memorial Bowling Club

In July I was invited to join a panel comprising Lake Macquarie City Council (LMCC) managers to select a winner for a feasibility study into the proposed Hangar/Museum for the Catalina. After studying the applications a unanimous decision was made to award the \$60,000 contract to a Melbourne company, Lateral Projects and Development Pty Ltd in collaboration with Ken Gorby, museum consultant of Wellington NZ, creating a multi disciplinary team. (Ken Gorby and his team designed

the Te Papa Museum, NZ National Museum and were involved with the design of the Jewish Museum in Berlin among many others.)

Apart from their professionalism and the many projects they had been involved in, they were aware of the flying Catalina at the Imperial War Museum – Duxford UK and the Amsterdam Catalina. More than that, they had taken the trouble to investigate the community's enthusiasm for the project and of those people and groups involved.

On Tuesday October 5th at the LMCC Chambers two major milestones were achieved:-

1. A Memorandum of Understanding (MOU) was signed by:
 - The Catalina Flying Memorial Ltd
 - The Rathmines Catalina Memorial Park Trust (RCMPT)
 - Lake Macquarie and District Historical Society
 - The Rathmines Memorial Bowling Club (RMBC)
 - Lake Macquarie City Council
2. We were introduced to the Lateral team, who then set about getting to know what each group was involved in. We were then separated to further discuss our objectives and capabilities.

The RMBC and RCMPT were then asked to attend a meeting at the Bowling Club with Ken Gorby and Steve Bramley, where our knowledge and capabilities were further investigated. They then spoke to us about their vision for the project and I have to say that their grasp of all aspects of the project and the opportunities they saw were impressive to say the least.

We were left in no doubt that with their understanding of this type of project and their in-depth knowledge of funding, if anyone can make it happen, they can. Importantly the Council backing of the project and the signing of the MOU will put the project on firm ground with any commercial sponsors and any State or Federal government grants that might be available.

Of course the study is only the beginning, but the vision of these people to make the area a flying boat centre for the East Coast of Australia will create a lot of energy. Naturally there will be the inevitable protests, but we will deal with those as they arise.

Group Captain Paul Metzler

In last month's newsletter we reported the passing of Paul Metzler. Much of the material for that article was provided by John Williams who, unfortunately, could not provide a photo of Paul sitting in the "front office" of VH-CAT before the November newsletter's deadline. Anyhow, John did come through in the end – here it is.....

Colin Cool, Editor



Paul Metzler being re-acquainted with his old office, courtesy of VH-CAT

Sydney Morning Herald Article – 10 November 2010

A vibrant workspace

The city's waterways are alive with industry and commerce, writes **James Manning**.

You don't need to search high and low for evidence of Sydney Harbour's rich maritime heritage.

A wide range of commercial activity still takes place on the harbour, including naval operations, tug services, shipwrights, marinas for berthing and repairing vessels, ferry services and tourism.

Two industries with particularly interesting histories are those of the harbour pilots and seaplane operators. They stretch back respectively 200 and 100 years into the city's past.

Believe it or not, marine pilot is one of the oldest professions in the world. Ever since shipping became a form of transport, people have relied on local experts to guide ships into harbours the world over. Maritime pilotage can be traced back to ancient Greece, where local fishermen helped captains guide their ships into port.

Pilots have existed in Sydney Harbour since shortly after settlement, when mariners would assist ships into port. Robert Watson, after whom Watsons Bay is named, was appointed the first official pilot of Port Jackson in 1811.

These days, Sydney's senior marine pilot is Alex Amos, who has worked on ships for nearly 50 years,

having gone to sea at just 16. Amos, 64, became a pilot 25 years ago after leaving the merchant navy to be closer to home. "There's nothing like piloting a big passenger ship into Sydney Harbour at sunrise," he says.

The historic pilot station at Watsons Bay, which had been in operation for much of the 200-year-plus history of marine pilotage in the harbour, closed two years ago when the majority of shipping in Sydney moved to Botany Bay.

In spite of this, pilot operations continue to prove invaluable for the harbour, which remains busy despite the relocation of the shipping industry. Although they are now based in Botany, the pilots

"There's nothing like piloting a big passenger ship into Sydney Harbour at sunrise."

Alex Amos, senior marine pilot

maintain operations at Moores Wharf in Walsh Bay.

About 99 per cent of ships that come into Sydney are now foreign-flagged and even though the international shipping language is English, many crews do not speak the language. While Amos enjoys meeting people from all walks of life who have similar interests to himself,



Ship to shore ... marine pilots assist in guiding vessels to their port. Photo: Kate Geraghty

he says there is sometimes a language barrier between pilots and crews. "There's a lot of risk to it and a lot of effort goes into managing that risk. If we stuff up, the consequences can be pretty big - from oil spills to destroying port infrastructure."

Despite talk of investing in shore-based piloting, Alex is confident that pilot boats will always be a necessity in the harbour. "After weeks at sea, the last thing [ship masters] are attuned to do is bring a ship in and out of port," he says.

Philip Dulhunty is another man who is confident his life passion will continue to have a strong hold on

Sydney for years to come. The 86-year-old WWII veteran has been flying seaplanes in the harbour for more than half a century and still flies his Cessna 180 floatplane between his properties on the harbour and Tilba Tilba Lake.

The history of seaplanes in Sydney dates back to 1893, when Australian aviation pioneer Lawrence Hargrave experimented with steam-powered seaplanes at Rose Bay. The attempts at flight were not successful but they paved the way for a long tradition of flying boats and seaplanes on Sydney Harbour.

Fast forward to the 1930s and the flying boats of the British Empire were operating the kangaroo route to Australia, reducing travel time and making Rose Bay Australia's first international airport. "Rose Bay was the cradle of international aviation as far as Australia was concerned," Dulhunty says.

Rose Bay also played host to Sunderlands and Catalinas during WWII, which specialised in dropping mines. But the war also saw the closure of the kangaroo route and seaplanes increasingly became viewed as merely a tourist attraction.

However, with a faster flight time and a cost comparable with land-based airlines, seaplanes are an increasingly popular choice for commuters travelling between Sydney and Newcastle, says the managing director of Sydney Seaplanes, Aaron Shaw. "In Newcastle, we land right in the middle of town," Shaw says. "People don't have to travel out to an airport on the fringe of a city."

The resurgence of seaplanes will continue because of the closure of airfields, Dulhunty says. "There's going to be a great need for seaplanes if the government keeps closing all the airports," he says.

New Members/Donations

The Catalina Flying Memorial welcomes the following members to the Aussie Cat Club:

Life Members

- Allan and Dulcie Jones (Family Life Membership)

One year Members

- Bert Morton

Donations

- John Raymond - \$90

A very big thank you to all of the above for their support!

Best Wishes for the Festive Season

Well, it's hard to believe, but the festive season is almost upon us yet again, which means for many time for a break, celebration, reflection and some contemplation on the year ahead. This is fourth time now that I've found myself closing off yet another year with a December newsletter with the same final "**Best Wishes for the Festive Season**" segment. It only seems like yesterday when I penned the December 2007 newsletter. In this, I expressed the Christmas wish that Santa would bring us two new engines to replace the ones we removed the previous month following the engine failure in Portugal. So we ended that year on a low.

12 months later (and two years ago!), we were all coming down from the tremendous high that came with the arrival of VH-CAT at Bankstown on 7 December 2008. Since then, we have soldiered on and will continue to do so.

This year, I think I might put another order in with Santa for a single big donation, or alternatively a large number of smaller ones, adding up to at least \$150,000. And why not – last time I placed an order with this bloke back in 2007 (for two new engines), he came through!

For the members of the Catalina Flying Memorial Ltd (CFML), especially those who have soldiered on so hard to help maintain the momentum of the project there has certainly been much to reflect upon. Looking toward the New Year, we look forward conquering some of the challenges discussed above. To all CFML members, sponsors and volunteers – we wish you a very merry Christmas and a happy New Year and above all, a safe holiday season.

Colin Cool, Editor and general Dogsbody

News or comments

If you have any news or comments regarding the website, please forward to Colin Cool (colin.cool@jemena.com.au).