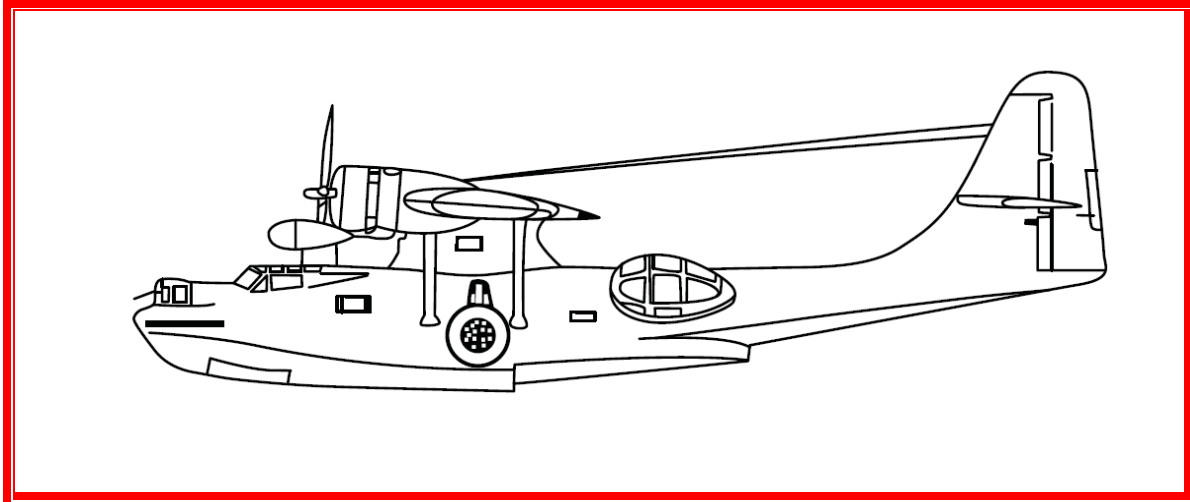


# NEWSLETTER



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## Editorial

Well, I don't think I'll get too many arguments when I say "Gee time flies!" I can't believe that almost half of 2011 is gone! The big news at the moment is that efforts are well progressed in our dealings with a major sponsor (who cannot be named at the moment) although there are still some minor hurdles to overcome before any money is forthcoming. These dealings have been underway since July last year and all things going well the money will be available to us some time in the next few months. I'll deal with that in more detail in the following item.

Secondly, our free tenure at Bankstown airport will come to an end in early October. However, the good news is that Bankstown Airport Ltd (BAL), the operators of Bankstown Airport will charge the CFML a very generous nominal rate to have VH-CAT parked there. Notwithstanding this, over time, this will chew up our already-depleted bank balance, so we are going to need assistance – maybe from YOU! More on that later.

I'd also like to take this opportunity to announce that I have made an "executive decision" to reduce the frequency of the publication of these newsletters to four times a year. I'll explain....

When the newsletter idea was originally conceived (not by me), the intention was to produce one-page brief bullet point monthly summary of what's happening with the project and indeed the very first newsletter to go out in November 2007 (not my doing) was indeed just that.

Immediately after that, I came on the scene and produced the second newsletter which was also a one-pager, but that was because I only had one thing to report – that the ferry flight of VH-CAT from Portugal was postponed due to an engine failure. I guess that if the one-page format was to be strictly adhered to, then a monthly frequency may be appropriate.

However, I had a very different vision for the newsletter that could involve up to 10 or 12 pages with photos, articles of general interest to Catalina buffs, seaplane and flying boat enthusiasts and so on, produced three to four times per year – more in line with newsletters I receive from other similar organisations of which I am a member. Well, this is what I've been producing, albeit every month almost without fail from November 2007 to December 2010. However, this is becoming increasingly unsustainable as I am finding I have less time these days, partially because I've become more involved with many other aspects of the CFML.

Whilst you will receive four newsletters per year, additional special newsletters will be issued to announce significant developments in the project or special events as they arise. I hope you all don't mind too much. OK, that's enough waffle from me - on with the newsletter....

Colin Cool, Editor

## Major Sponsorship on the horizon?

Since July last year, the CFML has been engaged in negotiations with a potential major sponsor who, subject to certain conditions being met, will guarantee a bank loan for \$200,000. This amount of money will at least be sufficient to do the work required for an Australian Certificate of Airworthiness (CofA) for VH-CAT.

The sponsor is most enthusiastic about our project, the deal bringing benefit to both parties with the return of VH-CAT to the skies. The parties will be meeting with the bank to shore up the borrowing arrangements and all things going well, the money will be available to us some time in the next few months.

I must emphasise, however, that there are still a few hurdles to overcome before any money will be forthcoming. This funding is also subject to a number of conditions which, like the identity of the sponsor and the details of the funding, I cannot reveal at this point in time.

One thing I can say is that one of these conditions is that the money must only be used for work on the aircraft itself. We cannot use this money to pay any debts we might have (and we have a few of those!), airport parking fees and other operating costs.

If this money does come our way, our next challenge is to identify a suitable party to outsource the work to. We have almost gone as far as we can with the small volunteer workforce we have had turning up almost every Saturday to work on VH-CAT since July 2009. The work required to get us to our CofA will have to be paid for, as specialist engineers and tradespersons will be required to do what is left to be done.

Once work does commence, it will take at least 6 months to complete, and that's an absolute minimum as this assumes, among other things, that people and other resources are available non-stop. So time-wise, we will still have a way to go before VH-CAT finally gets airborne.

So things are looking up and all going well with the sponsorship negotiations, the project will soon start moving ahead in leaps and bounds.

I will communicate further with you all on this as soon as I am able to reveal more information about this exciting development.

Colin Cool, Editor

## Your help is needed to pay VH-CAT's parking fees and rent!

As most of you know, the operators of Bankstown Airport, Bankstown Airport Ltd (BAL) have been most generous in their support of the CFML since the arrival of VH-CAT there in December 2008. BAL initially agreed to waive aeronautical charges for a period of six months to assist the CFML. The initial waiver was extended on several

occasions and has continued through to the present. In addition, the building we occupy at the airport has been provided rent-free, although we pay for the water and electricity.

Notwithstanding their support, BAL has had to consider the impact our project has on their business and as such, has decided that commencing 3 October 2011, VH-CAT will incur a daily parking charge of \$1.50 per 1000kg based on its Maximum Take Off Weight (MTOW) of 16,000kg. This will increase to \$2.00 on 1 February 2012, and further rate increases will be considered.

Now it must be understood that these rates are extremely generous. I looked back at the minutes of the CFML Management Meeting held back in April 2010 where the following is recorded:

Colin Cool announced that according to the Bankstown Airport website, given VH-CAT's MTOW of 16 tonnes, parking fees would be \$76/day (= \$2,280 for 30 days, or \$6,840 for 90 days).

If we assume that the \$2.00 rate applies up to 30 June next year, then the total cost up to then would be \$7,680 (see the table below).

Start date	End date	Parking charge rate/day	MTOW (kg)	Total
3/10/2011	31/01/2012	\$1.50	16000	\$2,880
1/02/2012	30/06/2012	\$2.00	16000	\$4,800
<b>Total</b>				<b>\$7,680</b>

Hence it is clear that we are being offered a very generous arrangement by BAL.

In addition, from 1 July, BAL will be charging us rent for the premises we occupy at the rate of \$247.50 per month incl. GST (\$2,970 over 12 months). Again, this is quiet generous, especially when one considers that we have occupied the building rent-free for the last two and a half years.

Hence in total, we are up for over \$10,000 to the end of June 2012 if we continue to stay at Bankstown for that period.

As I explained in the previous item, this cost cannot be paid out of the money from the sponsorship deal, if it goes ahead, and this will chew up our already-depleted bank balance. So we are going to need assistance from another sponsor or several smaller sponsors – it could be YOU! **Remember, all donations are tax-deductible.**

## Please help if you can!!!

Colin Cool, Editor

**2011 Catalina Festival – Sea Plane Splash-in**

Catalina Festival

Rathmines - Lake Macquarie

Seaplane Splash-in

**5<sup>th</sup> November 2011**

*Australia's largest Seaplane splash-in*



**Flying in?**

- We have
- \* Ramp access
  - \* Dock access
  - \* Fuel Available (AvGas)
  - \* Secure overnight parking for aircraft
  - \* Accommodation available.

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*Aircraft available for hire! (Conditions apply)*

**Prizes for best presented aircraft**

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## Members of 11 Squadron RAAF catch up with VH-CAT

On Friday 29 April, the CFML played host to 15 members of Crew D from 11 Squadron RAAF. As most of you know, 11 Squadron was the first RAAF unit to be equipped with Catalina's in 1941 and was for a time commanded by CFML Patron Sir Richard Kingsland, AO CBE DFC (at the time, he was Wing Commander J.A Cohen, DFC).

Our visitors were treated to a presentation by Bob Cleworth on the WW2 minelaying operations performed by Catalinas as well as a personal account from CFML Membership Secretary and Catalina veteran Noel Lyon. Noel was a Wireless Operator Air- Gunner (WAG) with 20 Squadron and took part in the minelaying operation that took place in Manila Harbour in December 1944.

Bob also spoke quietly about the loss of his brother Reg who perished when Catalina A24-203 was lost while carrying out a minelaying run to the Pescadores in March 1945.

The event was organised by CFML Volunteer John Goldsbrough who liaised with FSGT Greg Purvis of 11 Sqn to make the event possible. CFML Volunteers Len Linfoot and Terry Woolard were also on hand to get the aircraft ready for inspection.

The day turned out to be a great success as this was yet another example of the great support the CFML enjoys from 11 Sqn, not to mention the opportunity it gave the CFML to educate the boys on an important part of their Squadron's history.

It was the CFML's great pleasure to have the boys over and we'd gladly receive many more should the opportunity arise.

Many thanks to the CFML's John Goldsbrough, Bob Cleworth, Noel Lyon, Len Linfoot and Terry Woolard, as well as 11 Squadron's FSGT Greg Purvis for making this day possible.

I'll conclude this article with some photos taken on the day...

Colin Cool  
Editor



Members of 11 Sqn Crew D with CFML volunteers Bob Cleworth (L), Noel Lyon and John Goldsbrough (the last two surrounded by camouflage)



The boys from 11 Sqn listen attentively to Bob Cleworth and Noel Lyon (out of shot) as they talk about the minelaying operations of the WW2 Catalinas



## Ito Susumu Visits Sydney Harbour – again!

By Phillip Dulhunty

The photographs below show Ito Susumu and his lady Tomiko in front of the Sydney Harbour Bridge in February this year (2011).



The last time he was looking at the Harbour Bridge was some 70 years ago. Ito Susumu was the pilot of the seaplane which was catapulted off a Japanese submarine on 29<sup>th</sup> May 1942.

He flew around Sydney Harbour locating and mapping the positions of the various warships, so the midget submarines could enter the harbour the next day and sink them all. Phil Dulhunty was a raw recruit at Georges Heights Anti-Aircraft Battery and like everyone else mistook Ito's plane for an American one off one of the warships in port.

Ito flew all around the harbour at a low height. After Garden Island he climbed up to go over the bridge and circled around Cockatoo Island to observe the ships in dock there. Ito subsequently crashed out at sea while attempting to alight alongside the submarine. He was rescued by the crew of the submarine and the aircraft was sunk, later to be found in the sea off Norah Head by none other than Philip Dulhunty and a team of divers in 1994.



Philip and Ito have become close friends. Philip after the war also became a seaplane pilot and, as chairman of the Seaplane Pilots Association of Australia, has made Ito an Honorary Life Member. Both are still working, Ito at 96 and Philip at 87.

The whole story is told in Philip's autobiography "Never a Dull Moment".

## **ANZAC Day Service at Rathmines**

The 2011 ANZAC Day Commemoration Ceremony at Rathmines was a great success, despite the appalling weather on the day. The weather forced proceedings indoors to the Rathmines Recreational Hall. However, this did nothing to dampen the occasion in any way.

The veterans started the occasion with a lunch at the Rathmines Bowling Club. Then the decision was made to proceed to the Recreational Hall instead of the Memorial where the proceedings were as follows:

- Welcome by Paul Kelly. Hon. Secretary of the Toronto RSL sub-Branch
- Prologue by Ron Mitcherson, President of the Toronto RSL sub-Branch
- Laying of Tributes
- Pastoral address by Father Tom Brennan, St Josephs Catholic Church Toronto
- Singing "Like an Eagle" by the Galston Choir (of which The Rev. FLTLT (Ret) Richard Udy is member!!)
- Prayer for the Nation by John Goldsbrough, President of the Catalina Association
- Prayer for the Members of 11, 20, 42 and 43 Squadrons and the Air Sea Rescue Flights by The Rev. FLTLT (Ret) Richard Udy, ex-43 Squadron
- The Recessional
- ANZAC Day Oration by SQNLDR Roy Phillipott, acting CO of 11 Squadron RAAF
- Prayer of Thanksgiving by Penny Furner, Trust Registrar of the Rathmines Catalina Memorial Park Trust
- The Last Post
- "The Ode", read by Ron Mitcherson, President of the Toronto RSL sub-Branch
- More singing treats by the Galston Choir
- Benediction - Father Tom Brennan, St Josephs Catholic Church Toronto
- The National Anthem – "Advance Australia Fair"

A delegation from 11 Squadron RAAF led by SQNLDR Roy Phillipott took part in the proceedings and the event was also attended by Greg Piper MP, local and state member for Lake Macquarie.

Many thanks go to Mike Usher, President of the Rathmines Memorial Bowling Club and Penny Furner for their efforts in organising this event. Also, many thanks to 11 Squadron for their official support of this occasion.

Colin Cool, Editor



**ANZAC Day at Rathmines - 2011 – L-R: Bob Cleworth, Doug Nolan (Treasurer, Catalina Association and ex-navigator), Noel Lyon (ex-WAG) and John Goldsbrough (President, Catalina Association)**

## **HARS Honours Members of the Catalina Association of NSW**

30 June 2011 will be a particularly sad day for those in the "Catalina Fraternity", as this date will mark the end of the Catalina Association of NSW, this being brought on by the inevitable decline in numbers over the years.

It was therefore fitting that the Historical Aircraft Restoration Society (HARS) hosted a ceremony to honour the members of the Catalina Association of NSW at the HARS Complex at Albion Park Regional Airport on Saturday 11 June 2011.

Members of various organisations associated with the Catalina aircraft were also invited, including the CFML, the Rathmines Catalina Park Memorial Trust and the Catalina Aircrew Group.

The RAAF were also represented by SQNLDR Roy Phillipott, acting CO 11 Sqn RAAF and two other members of 11 Sqn. The Chief of the Air Force was represented by Air Commodore Terry Delahunty AM, RAAF.

The CFML's Bob Cleworth, who is also the Secretary of the Catalina Association of NSW, spoke on behalf of the Association in the absence of Association President (and CFML volunteer!) John Goldsbrough, who is currently overseas.

Throughout the ceremony, the HARS Catalina VH-PBZ served as the backdrop. During his address to the audience, HARS President Bob De La Hunty acknowledged that it was the vision of Philip Dulhunty that led to VH-PBZ being acquired by Australia. Following the speeches, the crowd was treated to a start-up of VH-PBZ's engines plus a short taxi run after which the veterans and other guests were invited to inspect her inside and out.

This was followed by a number of group photographs (like the one below). The formal proceedings came to an end with RAAF Senior Chaplain Air Commodore Murray Earl conducting a Blessing of the Catalina Association and Catalina crews.

A light lunch was then served in the HARS Cockpit Hall and then a totally unexpected surprise followed – two flights on HARS's C-47 A65-94 (masquerading as VH-EAF) were organised for veterans and other guests. A65-94 was one of the last two C-47's operated by the RAAF. The other is also owned and operated by HARS.

HARS are not only to be congratulated for such a fine effort, but acknowledgment must also be given to their great generosity in the giving of their time, the provision of the catering and, of course, those wonderful flights in the C-47.

Again, I'll conclude with some photos taken on the day...

Colin Cool, Editor



**Group Photo: Members of the Catalina Association with representatives of the RAAF and the crew of VH-PBZ (the latter group in green overalls)**



**Senior RAAF Chaplain Air Commodore Murray Earl conducting the Blessing of the Catalina Association and the Catalina Crews**

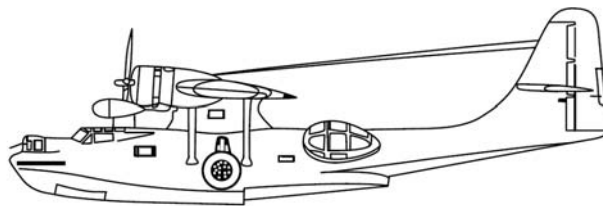


**A view from the "front office" of C-47 VH-EAF over the Illawarra**



**Back on the ground after a memorable bonus!**

## Spot the errors in our Logo!



Anyone who knows our Membership Secretary Noel Lyon will know what a stickler for accuracy and detail he is. It is therefore not surprising that the line diagram of the PBY-6A that forms the CFML Logo (which appears at the front of this newsletter) causes him great bother, as it contains many flaws.

Now not surprisingly, Noel is extremely familiar with the Catalina, having served as a Wireless Operator Air-Gunner (WAG) with 20 Squadron during the war.

Noel writes:

You probably have never realised that because our Catalina logo was drawn from a picture or photo, there are a few errors there-in. As is, it would NOT be airworthy, NOT even mobile on the ground, NOR able to communicate, if it could fly!!

I hereby bet that you "Aircraft Buffs" out there cannot tell me the mistakes that I can see.



Noel will offer \$25 to the first person to correctly identify three (3) of the errors in our logo, \$50 to the first person who identifies five (5) and \$75 to the first person to identify more than five errors.

You must send your entry to Noel no later than 30 June 2011 by:

- email: [nilyon@inet.net.au](mailto:nilyon@inet.net.au), or
- snail mail: Noel G. Lyon, 12 Old Berowra Rd HORNSBY NSW 2077

Good Luck!

## **New Members/Donations**

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

### **One year Members**

- Terry Blanch

### **Donations**

- Osvaldo Hofmann - \$20
- Pablo Modinger - \$10
- Patricio Parrague - \$10
- Donald Suazo - \$10
- Michael Tomic - \$10

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

## **News or comments**

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