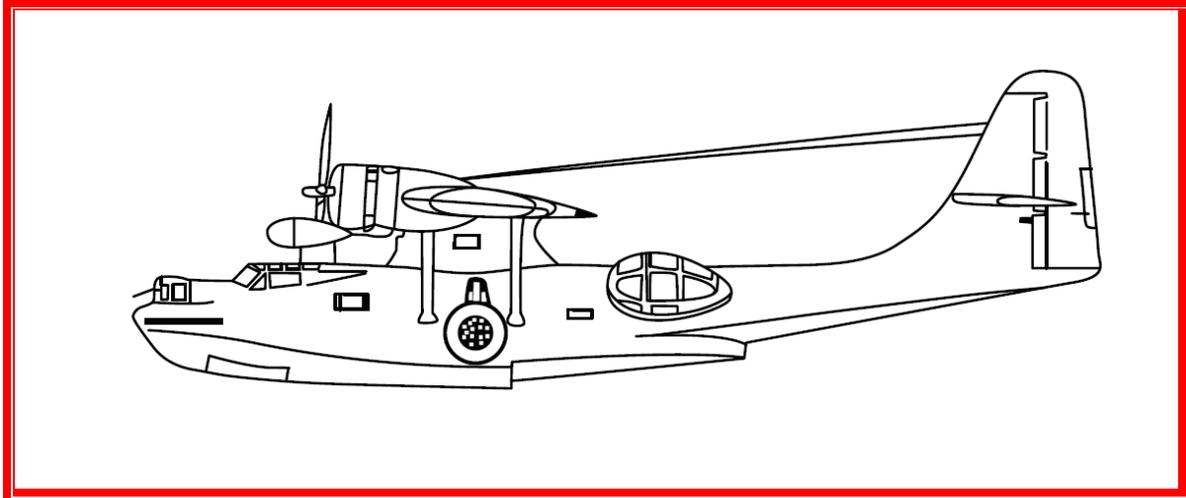


# NEWSLETTER



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## Editorial

Hi there folks!

Well, another three months have vanished before our eyes. As you all know, the rate of passage of time is directly proportional to the square of activity. So the busier we find ourselves, the faster the passage of time.

I know I have been busy on many fronts, but the situation with the Catalina has not changed all that much since I last "spoke" to you all. And this is in no way due to a lack of activity, I can assure you!

Progress with our potential major sponsor remains slow. The progress of the work of the volunteers working on the aircraft remains slow, owing to lack of funds and the skill sets available. And, as reported in the last newsletter, Bankstown Airport Ltd (BAL) are now charging the CFML rent on its building and we will start to incur aeronautical charges from 3 October.

Whilst it must not be forgotten that the rates being charged by BAL are extremely generous, these costs will add up within a short space of time, taking a huge chunk out of our already-depleted bank balance. In addition, we must renew the insurance on the aircraft in October, and this will cost over \$6,000. Our pleas for help to our membership base has led to three members donated enough money to cover nearly four months rent on the building.

In addition, CFML Life Members Kerry and Ray Smith from WA have again reached deep into their kitty and donated another \$10,000! They have been donating this sum of money each year for the past three years (at least!). I honestly don't know what we would do without them. We could sure use at least 10 more like them! So this money will no doubt go a long way towards helping us through these challenging times.

Notwithstanding all of this, the CFML is now looking at relocating VH-CAT, with Camden, Maitland and Albion Park being considered at this stage. But before we can do this, a certain amount of work will need to be done on the aircraft itself so that a Ferry Permit can be issued to enable us to fly it to its new (temporary) home.

This work will require skills and money which are in short supply, so again, we ask...

## **Please help if you can!!!**

**Remember, all donations are tax-deductible.**

I will leave you now with a photo of some our boys over at Bankstown extricating the navigator's table from VH-CAT to allow for the installation of passenger seating at a later time.



**L-R: Patrick O'Hara, John Goldsbrough and Terry Woolard about to kiss our navigator's table goodbye (Photo: Patricio Parrague)**

Colin Cool, Editor

## **2011 Catalina Festival – 5 November 2011**

Here's another one for your calendar folks – the 2011 Catalina Festival.

Preparations have begun for the fourth annual Catalina Festival at Rathmines. This year's event will be held on Saturday 5 November 2011. The Festival will be held at the usual location at Rathmines.

More information will be provided as it comes to hand. The festival will be, as it has always been, a great fund-raiser for our project! This year's festival promises to be bigger and better than ever!

## **Rathmines Public School Children visit VH-CAT**

On Sunday 7 August 2011, the CFML was pleased to host a visit to VH-CAT by Year 6 students of the Rathmines Public School. The visit was a reward for the students completing a school project where they were given the opportunity to put together a history of the RAAF Rathmines base and then present it on-line to fellow school students at Norfolk Island.

The prize-winning students were Mikaela Bell, Riley Wells and Ryan Campbell. They were accompanied by two other children – Angus Humphris and Gordon Burns, as well as two adults – Jenny Bell (mother of Mikaela) and Qantas Capt Malcolm Burns (father of Gordon).

The kids were allowed to climb all over the aircraft, as well as sit in the pilots' seats. Following this, they were treated to presentations by Colin Cool and Bob Cleworth. Colin's presentation was about the Catalina aircraft itself - its history, design and fabulous capabilities, drawing particular attention to its long range.

Bob then spoke to the kids about the war-time mine laying operations of the Catalina. The presentations were concluded with Noel Lyon, CFML Membership Secretary and ex 20 Sqn WAG providing a first-hand account of the mine laying operation at Manila Harbour in December 1944 (he was there!)

Noel was also on hand to take the children through the aircraft and describe to them the military internal layout of the Catalina and the function of each crew position.

The visit was organised through the Friends of Rathmines community group. At the conclusion of the visit, the CFML was presented with a cheque for \$100 from the Friends of Rathmines – thank you very much to the "Friends"!

Many thanks also to CFML volunteers Terry Woolard and Len Linfoot who were both on hand to provide general assistance throughout the day.

We hope the kids had a fabulous time, meeting THEIR Catalina – the RATHMINES Catalina VH-CAT "in the flesh" (or should I say metal and fabric?).

Some photos from the day appear below.

Colin Cool  
Editor



**The kids standing in front of VH-CAT with CFML Volunteers (L-R) Len Linfoot, Terry Woolard, Bob Cleworth and Noel Lyon.  
(Behind the camera: Colin Cool)**



**An attentive audience listens to Bob Cleworth doing his stuff**

## It's a small world indeed!

In our June newsletter, I included an article on the 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.

After having read that article, Denis Saunders, whose father Eric served as a Catalina pilot with 11 Sqn post-war sent me the following letter which I found most interesting and would like to share with you all.....

Dear Colin,

I enjoy reading your newsletters for CFM. While I am not a member, a great friend of mine passes them on to me. I note that in the latest issue there is an article about the meeting of the Catalina Association with HARS. This was also the subject of a piece in the 7.30 Report. One of the attendees was Marsh Burgess who I met on Lord Howe Island in May last year. We were staying at the same guesthouse and he was a mine of information on Catalinas. He knew my father, Eric Saunders, who was a Catalina pilot who served with 11 Sqn at Rathmines between 1948 and 1950. Dad had flown the rescue boat to Lord Howe Island in September 1948 to bring back the survivors of the Catalina crash on the island the day before.

Dad joined the RAAF in August 1940 and was an EATS pilot who spent his war with the 209 Sqn RAF in UK (Battle of the Atlantic) and in East and South Africa (Battle of the Indian Ocean) and as an instructor at a Sunderland OTU in Northern Ireland before returning to Australia as a Sqn Ldr in mid-1945. From 1945 to 1947 he flew C47s with 37 Sqn. I note that in your newsletter the Catalina Association members were taken for flights in HARS' C47 A65-94. I checked my father's logbook and he flew A65-94 on 11 occasions. During her RAAF days she had the call sign VH-RFK. Dad died 6 years ago, but he would have been delighted to know that another of the aircraft he flew is still around. The others I know of are the Catalina in the Powerhouse Museum and the War Memorial's C47 VH-CIN.

Dad was a very great friend of Attie Wearne, Keith Bolitho, Fred Robey and John McMahon and knew a swag of other web-footed colleagues, including Dick Kingsland. Penny Furner and I first met at Rathmines in that period in the late 1940s when Attie and Dad were at Rathmines together. Dad left the RAAF in 1967.

Cheers,

Denis Saunders

## Spot the errors in our Logo!

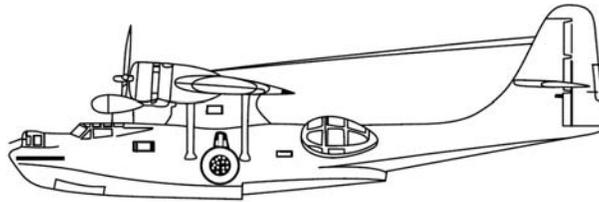
Also in our June newsletter, CFML Membership Secretary Noel Lyon offered our readers \$25 to the first person to correctly identify three (3) of the errors in our

logo, \$50 to the first person who identifies five (5) and \$75 to the first person to identify more than five errors.

At the time, Noel was aware of 8 errors. However, whilst our most successful contestant, Roger Matthysen could only spot three, one of these was one that escaped Noel!

So it looks as if Roger walks away with \$25, with no one claiming the \$50 and \$75 prizes! Congratulations Roger!

Now, I know you're all itching to know what the nine errors are. Well, as it happens, we have since found two more!



Noel writes:

I realise that, like most old "salts", my memory may be somewhat uncertain! Well!  
We did use flying boats to fly over and alight on SALT water!

The Logo is a (Port) Side Elevation. So, anything behind something else must be on the opposite (starboard) side, right? So, examine it again, carefully!

1. Our twin-engine PBY-6A Catalina HAS NO PORT ENGINE!!! Why? Because the Radar "dome" is hiding a propeller tip. (A port engine 'prop.' should be fully visible, in front of the radar "dome").
2. The Radar "dome" is TOO LARGE!!! In proportion to actual aircraft length, it should be about 1/20<sup>th</sup>, but is drawn at about 1/11<sup>th</sup>.
3. Radio aerials are NOT INSULATED from the metal tail-plane. Actually they should have THREE INSULATORS in a short section to the tail-plane.
4. EXTERNALLY, our wartime radio aerial was a "VEE", connecting SMALL POSTS at the WING-TIPS via the SHORT INSULATED SECTION to the tail-plane.
5. "DONK" AIR-INTAKE WRONG SHAPE; no air for ignition. "Donk" won't even start!!!
6. WING STRUT TOP HIDDEN BY ENGINE COWL, i.e. (INBOARD OF "DONK"); insufficient support!!!
7. OTHER STRUT TOP SHOULD SHOW SLIGHTLY LARGER CONNECTOR TO THE WING!!!
8. NO PITOT TUBE AT FRONT OF WING LEADING EDGE; no air-speed indication!!!
9. NO MAIN WHEEL HUB (ergo, NO AXLE); cannot move when 'grounded'!!!
10. RUDDER HINGE WRONGLY DRAWN???

11. We also had a DIRECTION-FINDING loop aerial, the TOP of which SHOULD BE SLIGHTLY VISIBLE ABOVE the Port engine.

As I don't know whether the I.F.F. (Identification Friend or Foe) Transmitter in the (Tunnel Section) had an external or internal aerial I cannot comment on that.

So, any vets who are members should have known; surely I'm not the last remaining one!!! I had hoped that you "younguns" would be interested enough to see the few obvious errors.

Regards, Noel.

## **New Members/Donations**

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

### **Life Members**

- Dr Peter Southwell-Keely
- Malcolm Burns and Family
- Rod Garrett

### **One year Members**

- Pablo Modinger
- Larry Steimle
- SQNLDR (Retired) Eugene Konashenko

### **Donations**

- Kerry and Ray Smith - \$10,000
- Richard Purdy - \$3,000 (a loan from 2009/10 which Richard has generously offered to change to a donation)
- Richard Purdy - \$4,125 donation to cover the cost for setting up the commercial side of the CFML's EPTPOS facilities and website
- Rod Garrett – Covers for front-fuselage and wheels for VH-CAT
- \$1,100 – Malcolm Burns and family
- RAAF Association - \$1,000
- Graham White - \$400 to cover the rent on the building
- Carole Gibbens - \$250 to cover the rent on the building
- Colin Cool - \$250 to cover the rent on the building
- SQNLDR (Retired) Eugene Konashenko - \$100
- Friends of Rathmines - \$100
- Patrick Olave - \$20

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)).