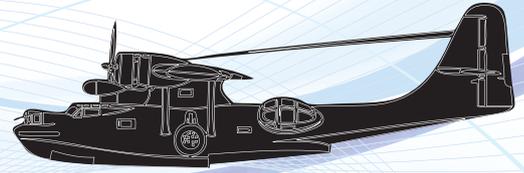


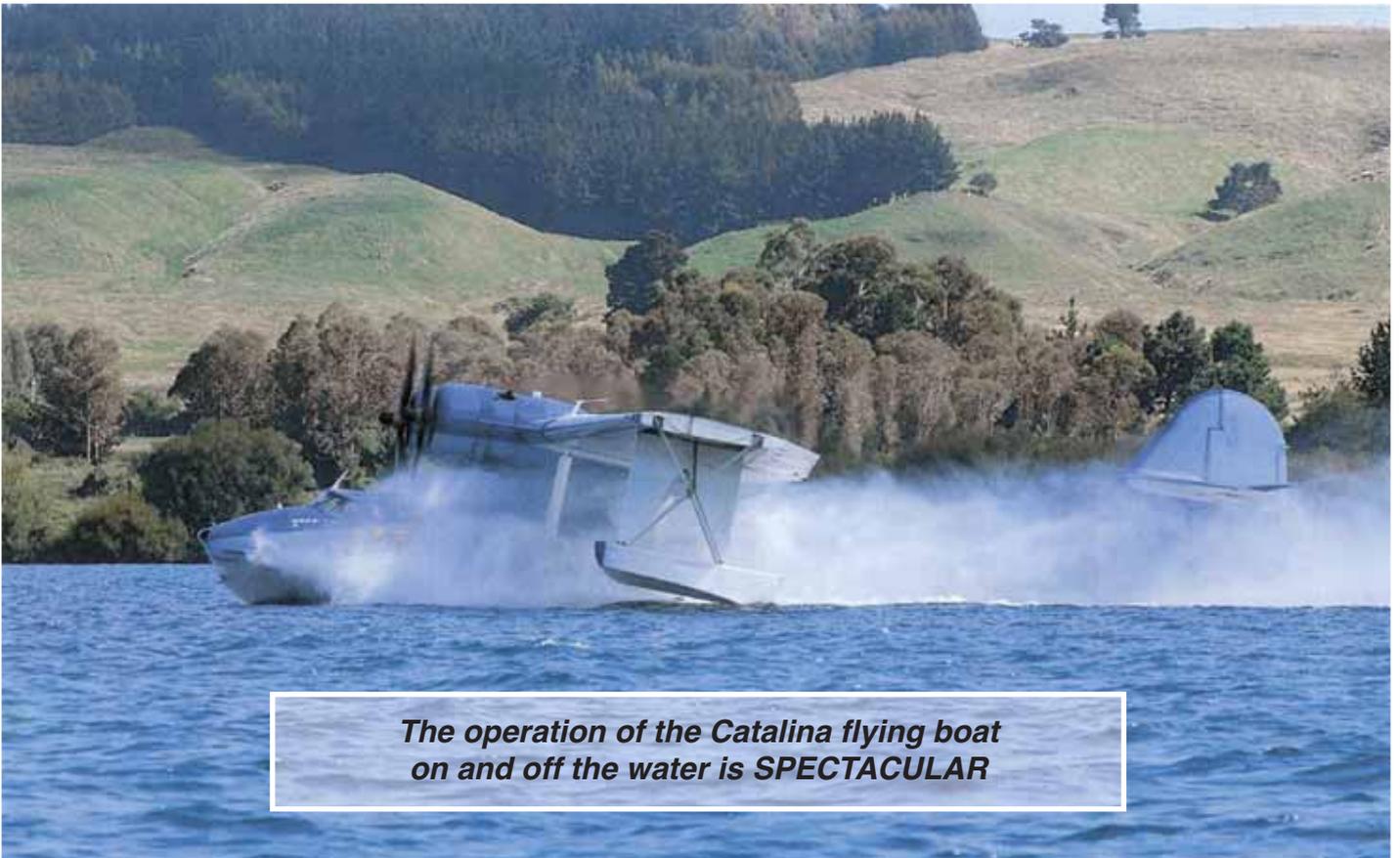
The Catalina Flying Memorial Ltd NEWSLETTER

January - March 2014



www.catalinaflying.org.au

Corporate Sponsor – Urgently Required



***The operation of the Catalina flying boat
on and off the water is SPECTACULAR***

Photograph - Courtesy Harry Follas

It has been said that the Catalina did for Australia what the Spitfire did for England. This is NO exaggeration!

General MacArthur said he could never have returned to Manila if it weren't for the "Allied" (read Australian) Catalinas.

There were US Catalinas in the Pacific but it was only the Australian PB5A Catalinas which flew well up behind enemy lines and laid the mines at the harbour entrances where the Japanese Navy operated from.

The Australians *castrated* the US built amphibious Catalinas by removing the wheels and retraction systems. They also removed the heavy armour plating and painted all their CATS black.

They were never pressurised so had to fly through tropical storms and navigate by dead reckoning to reach the Japanese held ports.

Like the Dambusters in UK they dropped their mines from a very low level in prime locations in the middle of the night. The mines were specially made to go off after a specific number of passes (from 2 to 7) so the Japanese never knew how and when they got there. Every harbour was mined and many Black CATS got lost.

This was not the only operation the CATS performed. Rescuing downed airmen, servicing the *Coastwatchers* – many stories are told in the books *CATS AT WAR* and *THE FABULOUS CATALINA* by Robert Cleworth, just two of the books available. Reg Cleworth, Robert's brother, was one of the CAT crews never to return, or ever been found!

As mentioned before the operation of the Catalina flying boat on and off the water is SPECTACULAR – a great attraction for TV

and press photographers and a great Australian story.

Your organisation can be part of it and get the credit for sponsoring this project.

The Catalinas were based at Rathmines, on Lake Macquarie NSW. The launching ramp and hardstand areas are still in existence and heritage listed and the Council and Heritage Authorities are planning to build a hangar and "wash-down" area for our Catalina VH-CAT.

We have already purchased and flown to Australia a wartime PB5A Catalina. This CAT is slowly being restored to its original wartime configuration when it will be registered under the *WARBIRD* category available to take passengers on adventure flights.



A Message from Philip Dulhunty

Neville Kennard, along with Sir Richard Kingsland and Nancy Bird Walton were our Founding Sponsors and Patrons. Unfortunately they are no longer with us – and even young Philip Dulhunty is in his 90th year. PB6A Catalina has already been bought, flown to Australia and converted from a water bomber back to its original configuration.

It is now sitting at Bankstown Airport with a great team of volunteers working every weekend to get her official WARBIRD “limited” C of A.

There have been a few setbacks with corrosion and damage done when she was a bushfire water bomber but when we are finished she will be better than NEW.

Hopefully this will be around September this year BUT this is all in the hope that we can attract a sponsor to help us financially. This could be YOU, YOU AND YOU.

Kerry Smith in Perth has been the most generous donor so far and our thanks go out to her!

We are trying to attract a Corporate Sponsor who would benefit greatly from an association with us and look forward to any suggestion or introductions. An approach maybe in the form of the letter under Corporate Sponsorship of this newsletter.

Philip Dulhunty
Director
The Catalina Flying Memorial Ltd

Visit to the Catalina Museum at Lake Boga, Victoria

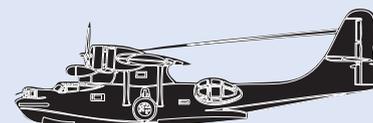
Contribution by Tony and Dianne Pye



We never miss calling in to the wonderful **Catalina Museum** at **Lake Boga, Victoria**. It's still going strong and giving very interesting display and stories with hands on Catalinas right there for you to see. This particular trip we were on motorbikes travelling back from Mildura where the AGM of the Ulysses Club was held. Many others called in too, there were over 3000 at the AGM.
Cheers **Tony Pye**

Welcome... New Members 2014

- Donal Corrigan
- Robert Weatherby



Long-term Catalina restoration in Australia

Story & Photograph Lance Higginson.



Consolidated Catalina VH-CAT at Bankstown, Australia, in December 2013. Photo Lance Higginson

The Catalina Flying Memorial Ltd is restoring a Consolidated Catalina VH-CAT, at Bankstown, near Sydney, Australia. It has already been converted from a waterbomber and is now making progress with restoration of corroded parts to enable it to earn a Warbird C of A.

It has recently assigned sheet metal workers Craig Hickey and Peter Crowhurst, to work alongside Ray Molyneux to stem deterioration to the aircraft. John Russell of Airag Aviation has also helped with rebuilding badly corroded and collapsed sections of the hull.

Built in New Orleans, VH-CAT served with the US Navy in Alaska and the

Aleutian Islands, later flying as a submarine warfare trials aircraft from Florida.

Following an accident in 1951, it was repaired but placed in storage until being withdrawn from naval service in 1956.

It joined the US civil register as N9555C before entering Chilean hands as CC-CNG. It was subsequently acquired by Chilean aviator Roberto Parrague who re-registered the aircraft CC-CNP and named it Manutara II. Roberto used the aircraft to fly passengers and freight, and later had it converted into a fire bomber.

The aircraft flew in this capacity in Spain and Portugal until it was withdrawn from service and placed in long term storage.

Acquired by Australian organisation The Catalina Flying Memorial Ltd, New South Wales, much work was needed in 2008 before the amphibian was fit to fly to its new home.

Ray Molyneux worked on the aircraft in Portugal for five months, bringing it to flight condition and eventually sourcing and fitting two new engines. After a lengthy transit, crossing a dozen countries, the Catalina arrived in Australia in December 2008, touching down in Darwin, then Rathmines, before finally landing at bankstown where it has been ever since.

My new job.... a labour of love

When I saw the distress call from Philip Dulhunty requesting for an Editor to help out with the Catalina Magazine, I felt that it was my calling to reply, so, reply I did and it was the quickest job interview I have ever had. I was nominated in the next email. Thank you Philip.

I have quite a connection to the Catalinas as my father was Flight Sgt. A.G. Ivan Joseph Londish, 11th Squadron Catalinas, 5th Airforce Liberators. He was a most faithful and incredibly proud Cat man and loved the flying boat. He passed away in March 2012. His plaque is on the Memorial Wall there at Rathmines.

I would like you to all know I took this job in my Dad's memory. I know he would have loved the idea of me producing this magazine for you all. I have already enjoyed bringing this new look email magazine to you. I hope that you also enjoy it and I look forward to many more issues.

Thank you to Christina for all your help and now a new friendship. I live in Woodend, in the Macedon Ranges in Victoria, so quite a distance from Rathmines, but thankfully modern technology is on our side and I can perform my graphic duties from afar and still be part of the Catalina experience.

Thank you for having me in your lives....

Regards Lynny Ingles
blupen@ncable.net.au



My father Ivan at Edinburgh, South Australia at the 70th Anniversary of the 10th & 11th Squadron.

My Cessna 180A – VH-BNJ

Contribution by Phil Dulhunty



The VH-BNJ – parked outside the kitchen door

I probably have the oldest and best C180A in Australia (if not the world). You may wonder why I don't fly out to your wonderful Fly-Ins and to Coominya.

The reason is that there isn't enough WATER out there for me to alight on! VH-BNJ is fitted with EDO2870 straight floats and is not amphibious. I keep it outside my kitchen door on the Lane Cove River in Sydney Harbour. I can take off and operate in uncontrolled airspace in R405 and when I am on the water I am just another boat (capable of a speed in excess of 10 knots). I need to have a boat driver's licence as well as my aviation licence.

So that I can carry a useful load with the floats I have fitted a number of STOL KITS (Robertson Stol, WingX Stol, Vortex Generators, etc) but I'm flat out doing 105 knots. I am fitted with VHF Marine Radio as well as Aviation VHF. My call sign on marine radio is not Bravo November Juliet but "Seaplane BENJO" (and if anyone knows any Japanese they will know what this means).

I am a member of the Volunteer Marine Rescue organisation and have been engaged in a few missions over the years. I keep a listening watch with all VMR

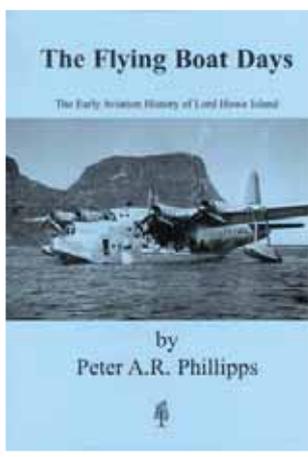


VH-BNJ at Rathmines Catalina Festival on Lake Macquarie

bases up and down the coast and frequently have to relay messages from boats out of range from their base station. C180 - 185-206's make great floatplanes and there are ten times as many places to land than there are airfields! Lakes, creeks, billabongs even swamps make acceptable alighting areas west of the ranges and on the east coast there is

almost a continuous chain of emergency alighting areas. Of course, that's not much help if you can't swim or are afraid of sharks and crocodiles.

In the Seaplane Pilots Association, we have about 60 members in Australia – but there are more seaplanes in Alaska than there are aeroplanes in Australia.



Extract from
The Flying Boat Days
by Peter Phillipps

This chapter is about the Catalina A24-381 from Rathmines in the book, which crashed on the island in 1948.

Chapter 4:
**Tragedy in
Paradise
The loss of
Catalina
A24-381**



Chapter 4: Tragedy in paradise: The loss of Catalina A24-381

On the 28th September 1948, R.A.A.F. Catalina A24-381 from 11 Squadron hit the ridge near the North peak known as the *Malabar*. Seven of a crew of nine died:

F/Lt. M.D. Smith (Captain)
F/Lt. J.B. McCoy
F/Lt. W.D. Keller
F/Lt. A. McKenzie
Pilot 111 S. Piercy
W/O S.H. Bacon
W/O D.E. Salis
The survivors were:
F/Lt. B.R. Bradley
W/O J.D. Lea

The crew were briefed to take-off from Rathmines on a training mission which was to search for, locate and shadow the 'enemy' that being H.M.A.S. *Australia* off the east coast of Sydney. This was to be done until Beaufighter aircraft from 30 Squadron attacked the ship. The second part of the mission was a navigation exercise flying from daylight into darkness to Lord Howe and then on to Middleton Reef and home to Rathmines.

After leaving the East Coast the captain decided the navigation exercise would be to Lord Howe and then return to Rathmines instead of the extra leg to Middleton Reef.

On arrival the Cat circled the Island at 3,000 feet then headed west towards Rathmines. After approximately twenty minutes on the homeward leg a serious fuel leak developed. Having a high mounted wing, the fuel tanks are housed in the wing behind the engines. The wing is mounted to the fuselage on a streamlined pedestal, which is where the engineer sits. It is believed that the leak started above the engineer's compartment.

A decision was made to return to Lord Howe Island and attempt an after dark alighting on the lagoon. Unfortunately when crossing the Island east to west the Cat struck the ridge below the north peak.



Extract from *The Flying Boat Days* by Peter Phillipps



Roy Wilson and his good friend Bill Davis were dining at a house very close to where the remains of the Catalina came to rest. With flames everywhere both Roy and Bill threw caution to the wind and ran into the inferno. They managed to pull two of the crew clear until a huge explosion lit the sky.

Roy's brother Allen and a guest staying at *Oceanview* guesthouse, Clyde Parrish, arrived on the scene not long after Roy and Bill and helped to get the two survivors back to *Oceanview* for medical attention.

When the aircraft crashed, Clyde had run in the direction of the blazing wreck. He nearly didn't get to the crash site at all as a well which Clyde hadn't seen in the darkness had been recently dug at the back of the guesthouse. Sure enough, in he went and whilst there wasn't any water in the well the sides were too steep to climb out. Luckily, Allen Wilson wasn't far behind and had heard his calls. Allen pulled him free and the pair continued to the crash site albeit with valuable minutes wasted.

The day after the incident the late Gerald Kirby wrote to Wing Commander Wearne the then Base Commander at Rathmines:

Dear Wing Commander Wearne:

The loss of your crew and aircraft has deeply affected the Island people and I want to express our sincerest sympathy to the relatives and friends of the chaps who lost their lives. The aircraft was circling high over the Island at about 7.30pm last night.

I wasn't taking much notice as we had heard that a Catalina was over on exercise. She circled several times and then came in over the ridge which connects North Peak to a place called "Pooles Lookout" (at the back of *Oceanview*).

The next thing we knew was a terrific flash that lit up the whole north end of the Island and all hands cleared off to see if they could be of assistance. As I went I called at the Doctor's residence and got him organised. The aircraft was burning fiercely when I got there. The two survivors had been laid out on stretchers and were being carried away. This was about 8 p.m. or perhaps a bit later.

I waited till some chaps came down off the hill behind the wreck where they said they had discovered nothing. It subsequently transpired that these chaps had not been to the top of the ridge but only where the aircraft entered the trees. I felt pretty rotten over the whole business and another chap and myself went back about 10.30 p.m. and climbed the ridge. On the extreme crest we discovered that the aircraft had grazed the top about 600 feet up (not North Peak but the ridge below it). A portion of the keel and hull were strewn around and also bits of Perspex.

The story I heard was that the aircraft was full of petrol vapor and the crew were not risking ignition from a spark from the transmitting set. There are unconfirmed reports of white flashes coming from the aircraft believed to be signals. No one I have heard of said same. There is no doubt in my mind that if the aircraft was full of petrol vapor the sparks associated with the bottom scrubbing across the rock would ignite the mixture and there is no doubt that she was on fire after the first contact with the ridge.

We followed her course slowly through the bush zig-zagging to make sure that we missed nothing. We found the navigator's tables partly charred about a hundred yards down the hill along with portions of burnt out radio equipment, spoons in a small enamel bowl and sundry pieces of metal. Her speed after hitting the ridge kept her clear of trees for a couple of hundred yards. There she entered again and for about another 100 yards tore down everything in her way. It was amazing to see the trees cleaned up by her last dive. The float and portion of one wing was about a hundred yards from the final position of the wreck. After clearing a swathe during which she started to disintegrate she came onto a clearing where she finally broke up and burnt.

The tail sections broke off at the blister and two chaps were thrown out, both on fire, but the flames were put out by Roy Wilson and Bill Davis. Another chap was thrown through the fuselage on fire and probably unconscious before being thrown out and quite impossible to save.

It was quite impossible to get within yards of the blaze which looked like a movie picture of an oil well fire.

I felt sure that with the terrific buffeting the aircraft received that it would be most unlikely that anyone was conscious when the flaming tanks finally wiped the others out. We gave the area between the first bit and the final area a thorough do over and did not leave the area till 12.45 by which time I felt certain that no one had been thrown out. I think that death must have been instantaneous.

It has been the greatest disaster on the Island. With the exception of sailing boat wrecks with undisclosed losses there has been nothing comparable. It has left a gloom over the whole community.

Yours sincerely

G.M Kirby

The tragic loss of the 11 Squadron Catalina was the highest loss of R.A.A.F. personnel in a peacetime accident.

By the early fifties the R.A.A.F. had sold off or scrapped its Catalinas. Either T.O.A. using ex-R.A.A.F. Sunderlands or Q.E.A. who also used ex-R.A.A.F. Catalinas then carried out medical evacuations.

NOTE: By strange coincidence Roy Wilson and Philip Dulhunty were the greatest of mates being both office boys together at the Perpetual Trustee Co. in Sydney in 1940-41

Visit to Bankstown – City of Canada Bay Men’s Shed and Friends

Comment from Jim Metcalfe

The Vice President of the Sydney Stereo Camera Club, my family and I were recently invited to visit the Catalina Restoration Project at Bankstown Airport



Our very knowledgeable guide showed us the Catalina which is being restored, explained its functions and pointed out the careful and patient restoration work. He also showed us where the pilots, navigators etc. sat inside the Catalina.

The kids were fascinated to see the pulleys and wires that connect the cockpit controls to the rudder and flaps. In a world of high technology, it's nice to know that you can fly a plane with simple mechanical devices that you can see and touch.

After the aircraft tour, Patricio Parrague gave an interesting talk, with slides and press clippings, in the clubhouse.

We learned a lot about the history of the Catalina and their vital contribution during World War II, including the sea rescues, evacuations and the laying of mines. We hadn't realised before just how important the Catalinas were to the war effort. It was also fascinating to hear the story of Patricio's uncle and his very personal connection to the *flying boats*.

We were also interested to hear about the fund raising mission to build a hangar for the Catalina at Rathmines on Lake Macquarie.

A couple of days after the visit, my eldest daughter, who was unable to join us on the day, was grateful to receive some further information forwarded by the Club. She is very interested in history, especially Australian history, and loved learning about the Catalinas. She followed up by reading the club website.

'The kids were fascinated to see the pulleys and wires that connect the cockpit controls to the rudder and flaps.'

We were very impressed by the passion and dedication of the restoration team and entertained and informed by the stories and anecdotes. It was a great morning out and we were all very glad that we made the trip to the airport to see firsthand such an important, yet little known, part of our history.



Geologist had a love of earth and sky

Ted Rayner

Inspired.... Ted Rayner worked with a generation of geologists and geophysicists who transformed government mineral exploration.

Photo: *William Mottram*

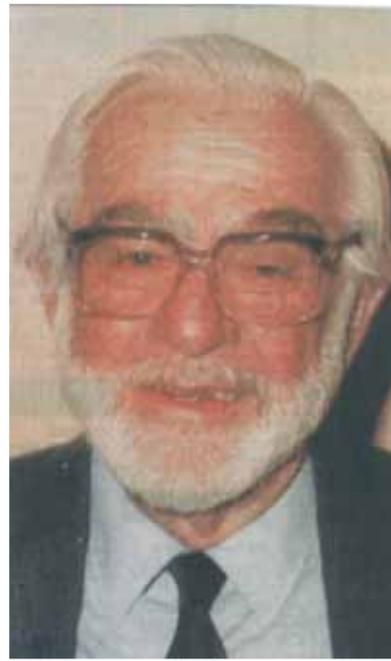
Although the geologist Ted Rayner had a long and successful career directed to earthly matters concerned with rocks and minerals, he also had a deep affection for the sky, or for the planes that flew in it, in particular the amphibious Catalinas, in which he spent three crucial war years, from 1942 to 1945.

After the fall of Singapore in 1942, Rayner joined the RAAF and, after initial training, was commissioned as a pilot officer. His aptitude for map reading and precise direction-finding was soon recognised and he was assigned as a navigation instructor to train other flyers.

In August 1943, Rayner was posted to No. 3 Operational Training Unit at Rathmines to become a navigator on the Catalina flying boats. In October, he was posted to the newly formed No. 43 Squadron, based then at Karumba on the Gulf of Carpentaria and later in Darwin. Rayner flew over enemy territory, bombed the enemy, laid mines and took part in anti-submarine patrols and air-sea rescue.

Rayner was promoted to flight lieutenant in 1944 and made his last official flight on March 23, 1945, in one of 12 Catalinas over Sydney for a Victory Loan parade. He was discharged the following month but never lost his interest in the Catalinas and his squadron. He was an organiser of the Catalina Aircrew Group and just a few years ago was involved in bringing one of the ageing aeroplanes back to Australia from overseas.

Edward Oswald Rayner was born on May 21, 1914, in Granville, the second son of Oswald Rayner and his wife, Nellie.



He went to Parramatta High then won a scholarship to study at the University of Sydney. He graduated in 1934 with high distinction in geology but did not have the money to do the honours year that he was offered.

The NSW Geological Survey was hiring, and Rayner, as top of his year, was an obvious choice, but his older brother, Jack (later also a distinguished geophysicist) was already working there and so perhaps fears of perceived nepotism saw Ted overlooked and lesser classmates hired instead.

So Rayner went to Cloncurry in north-west Queensland to join the new joint federal/state-sponsored Aerial Geological and Geophysical Survey of North Australia. This gave him unparalleled experience and put him in contact with a generation of geologists and geophysicists who went on to transform government mineral exploration in Australia.

In Cloncurry, Rayner also met Irene "Barney" Parker and they were married in 1938. He applied for armed service at the outbreak of war but was refused because he was in a protected industry. The Aerial Geological and Geophysical Survey of

North Australia closed in 1940 and Rayner finally joined the NSW Survey but was then released and joined the RAAF.

After the war, Rayner returned to the NSW Survey and the family settled in Balgowlah. He was soon heavily involved in mapping for coal, copper and other mineral resources, carrying out detailed work in the western coalfield at Cobar, and

Broken Hill. Later, he was assigned to examine likely sources of uranium and wrote a comprehensive report published by the United Nations.

Determined to make up for lost opportunities, Rayner did a master of science in 1957, with a thesis on the uranium deposits of NSW. In 1962, he earned a PhD from the University of NSW with a thesis on the Cobar ore-bodies. The following year he was appointed assistant under-secretary at the

Department of Mines and

stayed there until his retirement in 1974.

In his later years at the NSW Survey, he was also an adviser to the minister for mines. He also served on the University of NSW's council and with many government and professional bodies.

Rayner enjoyed classical music, cricket, rugby league, swimming, sailing and collecting stamps and minerals.

'Rayner was promoted to flight lieutenant in 1944 and made his last official flight on March 23, 1945, in one of 12 Catalinas over Sydney for a Victory Loan parade.'

Black Cats film

– A Comment and a Question

The USN and Marines used Grumman Avengers to lay mines these were torpedo Bombers their bomb bays were large enough with some slight modification to carry the American MK12 mines. From my research they only laid (dropped is a better word from about 1200 - 200 feet) about 83 mines at the bottom end of Bougainville in March 1943 (Tonolei Harbour) during the Guadalcanal Battles - the lack of further availability of these aircraft provided the opportunity for the RAAF to offer its Catalinas for minelaying.

The USAAF employed the B-29 Superfortresses for the mass mine drops (12,000 mines in all) from 13,000 feet in Shiminoseki Straits and to bottle up Kure harbour and laid them elsewhere in Japanese coastal waters in late March 1945. The US 5th Air Force under General Kenny MacArthur's Air Force only used B-24 Liberators to drop 24 mines at the mouth of the Sepik River on 15 June 1944 - they did not lay anymore mines after that date in WW2.

Apart from those incidences above the RAAF Catalinas exclusively mined every major port in the Southwest Pacific and as far north as Wenchow on the Chinese Coast until 1 July 1945, usually from about 200 feet. They also took over the mining from the USAAF after the loss of their bases in China these were Liberators.

The number of targets visited was 52 flying 1,130 sorties and they laid 2,512 mines the mines were slung under the wings using wire strops attached to the bomb racks - or in the torpedo Rack, if fitted, the bombs or mines were released by operating switches in the forward section forward of the pilot's compartment (in the nose).

This is an extract from the C.A.C Erection and Maintenance Instructions for a PB5Y-5B Catalina Circa 1942 - there may have been other variations of the theme - but it would I think be much on the same principle:

"The bomb release and fusing wires are brought from the bomb plugs on the wing to the bomb fuse box, located on the aft face of the bulkhead No 2 on the port side, where all the release and fusing wires are brought to the 5amp uses. The wiring is extended from the opposite side of the fuses to the terminal blocks provided in the pilot's switch panel on the forward face of Bulkhead #2. The bomb release wires are extended from the terminal block to the 16 point selector switch, and from there to the automatic distributor. The eight fusing leads that come from the wing through the 5amp fuses are grouped in two sets, namely nose and tail fuses.

The two wires from these fuses extend to the pilot's switch panel and then to the nose and tail fusing switches.

There are two switches on the main distribution panel which effect the operation of the bomb release system. The bombsight and the P.D.I switch, and the bomb release switch are fused in the main distribution panel. The Bombsight and the P.D.I. lead terminates in the Pilot's PDI junction box forward of the instrument panel and from there is extended to the bomb aimers switch panel. The bomb release lead is brought to an 'On-Off' switch on the Pilot's switch panel and is then wired into the 16 Point selector switch. This switch should remain in the OFF position until the bombs are to be released. This will prevent accidental release by depressing any of the three firing keys. One key is located in the bomb-aimer's compartment and the other two keys are located on the pilot's and co-pilot's control yoke. The selector knob should be placed so that the indication through the window on the switch reads 'safe' except for jettison."

Bomb Release

"For selective bombing the 'Off-On' switch on the pilot's switch panel should be turned on and the selector knob on the 16 point selector switch be turned to *Single* or *Salvo*. The switch for the bomb to be released is turned on and, depending on the bomb's being nose or tail fused, the corresponding fusing switch should be turned on, To release the selected bomb from the rack, depress the firing key.

For train release of bombs turn the selector knob on the 16 point switch to 'Distributor' position. Next, set the automatic distributor for the number of bombs to be released and the bomb spacing desired. To start the train release, depress the firing key.

To jettison all bombs push the two sliding bars on the inside of the 16 point selector switch in toward the switch.

The bombs are loaded on to the racks using a crank that is attached to the upper side of the wing and is operated by one man. One man is stationed on the bomb loading platform to guide the bombs. One or two men keep the bomb from swing forward and aft with lanyards attached to the bomb. There is photograph of this operation in progress in *Cat's at War* p.127."

Bob Cleworth

Hi, John,

I was most intrigued by the US Navy wartime film on the role of the Black Cats. It is a fine example of what both sides did with huge investment during WW2 - that is, produce an endless stream of really interesting propaganda feature films, a few of which I can recall seeing in newsreels as a little boy (oops! - almost disclosed my venerable age!)

The film also answered a question which I had not asked - how did the Cats carry (and release) bombs and torpedoes? - apparent answer: wing mounts (before I knew they existed - but of course! - they must have had mechanical release mechanisms - rather than today's electronic/mechanical).

These feature films were not intended to be an accurate portrayal of what happened in a theatre of war - they did not want to give away any information which the other side may find useful, and they regularly provided deliberately false information, in the hope that the other side would swallow it, and change their plans (spin merchants are clearly not a recent invention!!)

"Tige" should not be concerned - I am sure that his memory is more accurate than the film was ever intended to be!

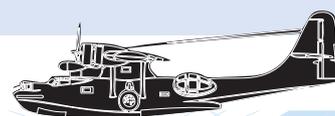
I would, however, really like to know how "Tige" remembers that the Aussie Cats both carried - and laid - mines?

Cheers
Graeme

Reply from Tige

Our mine-laying was nothing like that! And, I suspect that the American Cats war may perhaps not have been either. But then, perhaps I am wrong. Time beggars forgetfulness?

'Tige'



VALE - Norman William (Bill) Hastie DFC (1921-2014)

Flight Lieutenant N.W. Hastie DFC W/Airgunner 20 Squadron

Bill was born in Kew, Victoria, in 1921. He spent the early years of his life in Melbourne, moving to Sydney with his parents in 1925 when his father, Oliver, was appointed to run the Sydney branch of McPherson's Ltd.

The family settled in Rose Bay, but moved to Vaucluse shortly afterwards when Bill's father bought a block of land and built the family home at 36 Hopetoun Avenue. Bill lived there with Bobbie caring for his father until he died in 1952.

Bill was educated at Miss Lewis' kindergarten in Hopetoun Ave, then at Vaucluse Public School, and afterwards at Sydney Grammar School. He was an above average student and keenly interested in sport, especially cricket, an interest he maintained throughout his life. He became a member of the Sydney Cricket Ground. Bill looked up to his father and was keen to enter the business world. He felt his father was an ideal example to follow - he had no formal qualifications as such, but was gifted and hard-working. Bill later regretted the fact that he had left school too early instead of matriculating and going on to university. He made sure his children undertook tertiary education.

Bill began work as an office boy for Australian General Electric in January 1937. His father had also left school at the same age. However, since Bill's father had helped him to secure his first job, he decided after a few months to seek employment elsewhere on his own initiative. He applied and was offered a clerical position with WD & HO Wills at Kensington in July 1937.

Bill remained with WD & HO Wills and its associated companies for over forty-five years, retiring in 1982. At his retirement he was Group Personnel Administration Manager of AMATIL, a position he had held since 1965. At his eightieth birthday party in 2001, Bill said the best thing that he had ever received from the company was his darling wife, Bobbie, whom he met while she was serving as a senior comptometer operator at WD & HO Wills. They married in June 1951.

Bill had only been working for three years when war broke out. He enlisted in the RAAF in October 1940, having attended special classes for six months. He joined as an air gunner and spent five months with No. 13 Squadron in Darwin. He was then transferred to Nos. 11 & 20 Catalina Squadrons at Port Moresby after completing a Wireless Operator's Course at Parkes, NSW. He rejoined Nos. 11 & 20 Squadrons then operating in the South-West Pacific. He was commissioned as an officer in 1943, having completed a Gunnery Leader's Course.

His career in the RAAF came to an end



when he was badly wounded in action while rescuing a downed Beaufighter aircrew off the island of Ambon. The rescue took place under intense enemy fire. Bill was awarded the Distinguished Flying Cross for his gallantry in that action. His citation read:

"Flight Lieutenant HASTIE was the gunnery leader and fire control officer of a Catalina aircraft detailed to rescue a crew forced down in the sea within vulnerable range of enemy ground fire. The Catalina landed under continuous A.A. Fire, and whilst on the water was subjected to fire from three machine gun posts and rifle fire from enemy troops on the nearby shore. Flight Lieutenant HASTIE directed the Captain on the positions of the enemy guns and their range whilst making their landing approach. During the time the Catalina was on the water, taking the rescued crew aboard, he assumed control of the aircraft's .5 guns and whilst on this duty received a severe abdominal wound.

Despite this handicap and in great pain, he remained at his post until relieved by another member of the crew. Even then he continued at his post and directed fire onto the target before receiving medical attention."

In 1945 Bill received the immediate award of the Distinguished Flying Cross for his part in this action. Months later, when he recovered from his extensive injury,

he was discharged from the RAAF and returned to civilian life and his previous job.

Over the next two decades Bill rose to become the Personal Assistant to the Chairman of AMATIL, Sir Noel Foley. He was subsequently appointed as the Group Personnel Administration Manager. In 1961-62 Bill spent a year on secondment to British American Tobacco Co Ltd as a member of the directing staff at their executive training center, Chelwood Vachery, in Sussex UK. The family relocated to England during this time.

Outside of his work, Bill served for many years on the committee of the Vaucluse Yacht Club and also on the committee of the Rose Bay Probosc Club. He was a volunteer on the office staff of the New South Wales Yachting Association and was always interested in sailing. In his younger days he won many sailing events in his VJ, 'Gem', and his VS, '7:50', including the New South Wales State Championship in 1939 in the latter.

He remained active in his retirement years and his many interests included sailing, tennis, the occasional game of golf with Bobbie, reading, Probus activities and his never-ending handyman tasks.

The wound he received in the war meant that he never enjoyed good health from then on. He suffered serious back pain as a result of being shot and spent numerous occasions in hospital as a result of various medical setbacks. During the last two decades of his life he endured a chronic

and debilitating neurological illness that crippled him. He bore it all without complaint and in great dignity.

Although Bill was reserved in his show of affection, he had a deep and genuine love for his wife, Bobbie, and was particularly proud of his children, Peter and Julie. He especially admired Bobbie for the contribution she made to their lives. One of his ambitions as a father was to make sure that his family was left secure and

stable. He achieved that aim and felt his task was done. He was grateful for the life he had, particularly as he outlived his own parents by more than thirty years.

He greatly enjoyed the opportunity to be a grandfather and great-grandfather. It was fitting, therefore, that when he died at St. Vincent's Hospital, he did so in the presence and embrace of several of his grandchildren.

"He greatly enjoyed the opportunity to be a grandfather and great-grandfather."

Congratulations

to Patricio Parrague

Patricio was awarded second place in an international photo competition
Manutara II and Manutara III.



The photo shows two of his models hanging with a fish line from the balcony, the fish line was removed and the cloud added in photo-shop. The last attachment is in 3D. The competition is projected with two digital projectors and it is in full colour. Below are the originals and the final product.



Many good people are out there helping.
Our country is prone to 'droughts and flooding rains' and fires.
Our thoughts are to all who are at the forefront keeping us safe.



Roger Matthysen – helping out in Dorrigo

Roger one of our CMFL volunteers, is a licenced helicopter mechanic and has been very busy lately helping out with all the fires in Dorrigo – you are doing a great job Roger!



List of Merchandise



Books

Cats At War

By Carol Gaunt And Robert Cleworth

\$45.00

The Fabulous Catalina

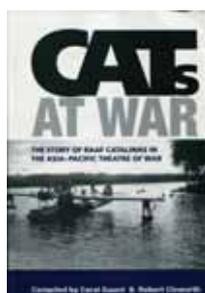
Bob Cleworth

\$45.00

Never A Dull Moment

Philip Dulhunty

\$45.00



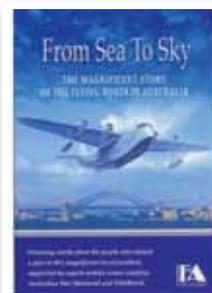
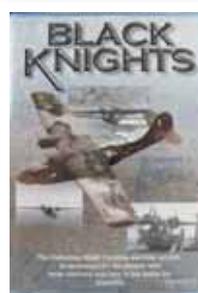
Only \$45 each

Maps/Pens/Cups/Photos/Cards

Large CAT Operations 60cmx46cm	\$20.00
Small CAT Operations 45cmx32cm	\$ 5.00
White A3 cutaway view of CAT	\$ 3.00
Pens	\$ 3.00
Cups	\$10.00
Photo of Catalina at Rathmines – small card 14cm x 11cm	\$ 1.00
Photo of Catalina at Rathmines - large card 22cm x 14cm	\$ 2.00
Rathmines Bags	\$ 8.00

DVD'S

Flight Of Felix	\$30.00
Black Knights	\$30.00
Great Planes – Pby Catalina	\$30.00
From Sea To Sky	\$30.00
Classic Cockpits	\$25.00
DVD Documentary – Operation Catalina Heritage	\$15.00



Only \$30 each

Prices do not include postage.

Please phone Christina on (02) 9870 7277 if you wish to purchase any merchandise.

Shirts/Caps/Handkerchiefs

Catalina Caps	\$20.00
Polo Shirts	\$35.00
T Shirts	\$25.00
Handkerchief	\$ 5.00

Donations - it all helps - with thanks.

Donations are tax deductible and are **URGENTLY** required.

Catalina lovers and supporters should send their cheque contributions to:

The Catalina Flying Memorial Ltd, PO BOX 372 North Ryde, BC 2113

OR

Direct Deposit: ANZ Bank BSB 012 172 A/C No. 8370 26202

To obtain a tax deductible receipt for your direct deposit donation please email your details:

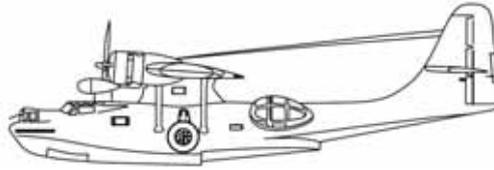
CatalinaMemorial@dulhunty.com (Please note this a special email address for direct deposit donations only)

OR

We accept **Visa / Mastercard / Amex**. Please call Christina on (02) 9870 7277 to make your credit card donation.

Donations

Patron:
Sir Richard Kingsland AO CBE DFC



35-41 Waterloo Rd
North Ryde NSW 2113
Phone: 02 9870 7277
Fax: 02 9870 7299
Email philip@dulhunty.com
www.catalinaflying.org.au

CAT CLUB MEMBERSHIP FORM

I would like to become a member of the 'Cat Club' (please tick)

TYPE	COST (incl. GST)	
<input type="checkbox"/> Individual	\$50 pa	
<input type="checkbox"/> Student/Senior*	\$25 pa	If you are a senior or student, please provide your date of birth below:
<input type="checkbox"/> Family	\$100 pa	Date of Birth:-----/-----/-----
<input type="checkbox"/> Individual Life	\$500	
<input type="checkbox"/> Student/Senior Life*	\$250	Note : If you are a Student, please include a copy of your Student ID.
<input type="checkbox"/> Family Life	\$1000	

* A full-time student or person who is 65 years of age or over qualifies for the Student/ Senior membership category.

In addition to membership I would like to make a further donation of \$.....

MEMBERSHIP DETAILS

(PLEASE PRINT LEGIBLY)

Title: _____ First Name: _____ Last Name: _____

Address: _____

Town/City: _____ State: _____ Postcode: _____

Tel: _____ Mobile: _____

Email: _____

Signature: _____

Comments: _____

PAYMENT OPTIONS

Cheque Cash Direct deposit (please attach receipt)

Cheques are to be made payable to: *The Catalina Flying Memorial Ltd*

Direct deposit to: *The Catalina Flying Memorial Ltd*
ANZ Bank, BSB 012 172, Account No. 8370 26202

Please charge my Credit Card \$.....

() Mastercard () Visa () Amex

Card No | | | | | | | | | | | | | | | | | | | | | |

Expiry Date: ____/____ Signature: _____