



PHOENIX

HISTORICAL AIRCRAFT RESTORATION SOCIETY JOURNAL

November 2025.



Merry Christmas!



Season's Greetings to all our Members

HARS CONTACT DETAILS

Front Cover: The HARS DHA-3 Drover in outback NSW on the way to Broken Hill with the late John Brownjohn checking the engine.
Photo: Maureen Massey.

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President's Report

Bob De La Hunty OAM
President and Chief Pilot



THIS year has been a very quick one it seems and its somewhat hard to believe we are into Christmas again. We wish you all the very best over the festive season and please have a safe one as well.

We have been working on many projects this year that will see our future secure apart from our aircraft activities. These include working with our Airport and Council to get the extension to Hangar 3 underway that includes bird proof doors. This is a job that has included many and we are almost there, with the formalities culminating in receiving a construction certificate.

The works, and how we pay for this project, is the next challenge, however we have a plan as usual. The next element of our works programme includes consolidating our leases so that the next part of the building plans can get underway. At our AGM on the 6th December, we will outline some of these details.

The B707-338 Cockpit section project is getting very close to being added as a limited attraction with an optional additional entry fee helping raise funds for other projects. The crew working on this one have created something special out of the hulk we obtained. This history attached to this cockpit makes it a very worthwhile addition to our displays. The B707 Simulator project is unfolding in a similar way with the team working on that project making again, something out of a neglected historical artefact.

The components now at HARS featuring the B707-138 project, are receiving attention in preparation for the fuselage and wings that will be arriving as soon as possible given all the international speed humps.

Our Parkes Museum project has taken a huge step forward with the signing of the new museum site lease covering some 75,000 sqm. Again, the building challenge is on our plate to look forward to. The site offers aviation activities beyond just our museum and will be something to watch as we promote flying groups to come and camp on site with their aircraft, something many groups would like to do we know. We have some other aircraft projects on offer to consider, rounding off our future attractions both at Shellharbour and Parkes.

Following our AGM, we will issue a detailed account of our next amended master plan that will include how we add to our volunteers to cover tours, café, shop, reception as well as aircraft activities. This is an essential part of our future sustainably and recognising the part our current and past volunteers have played to make what we are. That we are all advancing in age makes this job a very pressing and important contribution and adds to the saying "whilst we grow we live" Those that will remember the old Anthony Hordon Chain of stores that had a big sign next to a big fig tree at Picton saying, "whilst I live I grow" Unfortunately, both the stores and the tree are gone, the message is "whilst I grow etc.

from the Vice

Maureen Massey
Vice President



AS this is the last Phoenix for the year, the time has come to concentrate on family, holidays and all things Christmas.

It has been another good year for HARS with lots of activity. Some 707 components have arrived from Georgia and are now calling Hangar # 1 home, with the fuselage and wings to be despatched from Stanbaugh in the coming months. The task of putting everything together will be a real challenge, nothing we can't handle (I hope)!

We welcomed 63 new members to our family and we continue to grow. We unfortunately farewelled a few of our long-standing members, who we will miss very much, but they will remain in our hearts forever.

My thanks go out to each member for their constant support, their many hours of dedication, and their loyalty to HARS, without which, we would not be the family we are today.

To the Phoenix crew, a big thankyou for your support and expertise in putting together a really great publication.

Any contributions from the membership are welcome, after all, it is your magazine.

To all members and their families, have a Merry Christmas, and a safe and prosperous New Year.

See you all again in 2026.

Cheers.

Maureen



HARS Huey 703, VH-X9S, Honours War Memorial in SA



X9S about to touchdown at Edinburgh RAAF Base.



9 Squadron members with the Huey Crew

ON 14 August our HARS Huey team flew X9S across 3 states to participate in the 9 Squadron recommissioning and opening of the Vietnam War Memorial at Edithburgh on the Yorke Peninsula SA,

Strong headwinds required fuel stops at Wagga Wagga, Hay, Mildura and Renmark.

Overnighting in Hay the team were warmly welcomed by locals, with some schools finishing early to visit us at the airport.

On arrival at RAAF Edinburgh, the team were met by the newly recommissioned 9 Squadron members. On Saturday 16 August, Mick Haxell was Pilot in Command for an overflight of the recommissioning in Adelaide. X9S started her Commission with 9 Squadron in Vung Tau, Vietnam in 1970. 9 Squadron will now operate Triton remotely piloted surveillance aircraft.

After the 9 Squadron event, Vic Battese, Tom Smiley, Greg Morris and Rob McNeill took X9S on to Edithburgh for the opening of the Vietnam War Memorial Walk, a project energetically planned and completed under the guidance of Roger Hogben (who was a National Service Vietnam veteran) and his friend John Edwards. The walk comprises the 3.7km promenade alongside an ocean walk which now features 29 laser cut colored boards



Mick Haxell (L) with WGC-dr Lawry Benier.



Vic Battese with WO Ribbons.



Tom Smillie, Greg Morris, Rob McNeil, John Schumann and Vic Battese.

covering all Australian units which served in Vietnam along with an honour board with the names of the fallen.

As shown in the attached photos the team were honoured to meet General Sir Peter Cosgrove, AK, CVO, MC who officially opened the walk. The team also met John Schumann, the writer and singer of the iconic Vietnam War era song "I was only 19".

On the return journey the team flew via Port Pirie to a warm welcome by the local RSL which also displayed a gleaming static H model Huey.

Welcome to the Vietnam War Memorial Walk

This pathway is dedicated to those who served in Vietnam from 1962 to 1975.

As you progress along the walk you will find the story of the military and civilians who served Australia by becoming actively involved in that conflict. You may be surprised at the diversity of the people who were involved.

The Vietnam War was in a different era. Television was a relatively new way of receiving news and therefore this war was the first to be presented into Australian homes within 24 hours of incidents happening in Vietnam. In some cases families heard of the loss of a loved one on the TV news before they could be notified by the authorities. When the various armed forces personnel returned to Australia many felt that they were being blamed for taking part in an increasingly unpopular war even though they had no choice and individually they were proud of their service.

Did you know?

The RAN flew helicopters with the US Army 135th Assault Helicopter Company (AHC).
The Army had 4 Small Ships and The RAAF flew Canberra bombers with the USAF.

Here we thank those who served, including the civilians



Greg Morris (L) Roger Hogben, Tom Smillie, General Sir Peter Cosgrove, Vic Battese and Rob McNeil.

Entrance to the Vietnam War Memorial Walk.

AROUND THE HANGARS



B707 Engine Display

Story & Photos:
Terry Scanlan.



Boeing 707-138 engine.



The newly refurbished engine pylon.

THE engines for the N707JT Boeing 707-138 have arrived in Australia and are in storage awaiting the arrival of other components of the aircraft.

As there were five engines for this aircraft one of the engines has been setup and displayed in Hangar #1.

Super Constellation – Connie

Story & Photos:
Terry Scanlan.



Inspection of the number two engine on Connie.

CONNIE is currently undergoing an Annual Inspection of engines and airframe and is almost completed.

An initial engine run was conducted and a couple of minor problems were detected and will be rectified.

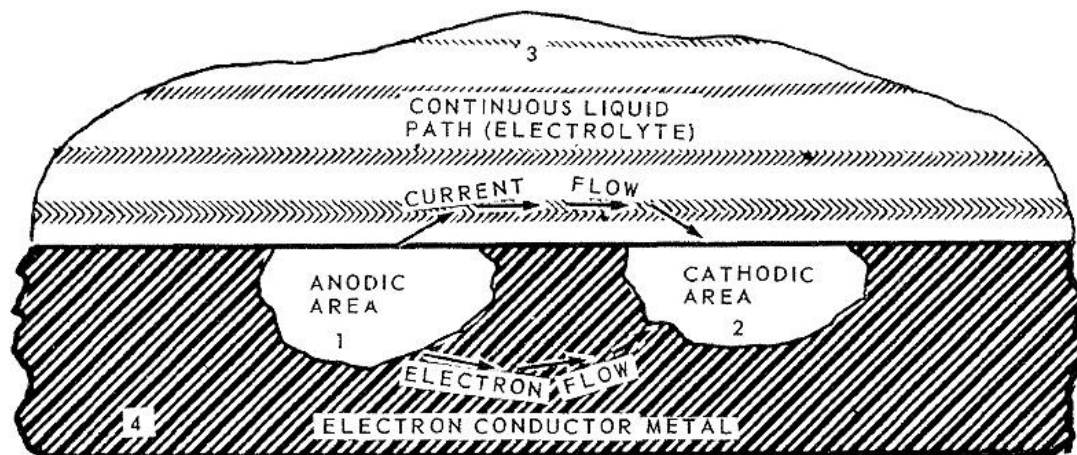
Once hangar space becomes available, the undercarriage retraction tests will be carried out leaving adjustments to the rudder cable tension and avionics checks to be completed.

AROUND THE HANGARS



Boeing 747-438 VH-OJA Report

Story & Photos:
Tiger Liu.



Corrosion explained.

AIRCRAFT, like all other machines, are inevitably susceptible to the effects of corrosion damage, which is an irreversible natural electrochemical phenomenon. Corrosion can exist in many forms (e.g. galvanic, pitting, crevice, exfoliation, intergranular) and can be accelerated by many factors, including several environmental aspects such as moisture, atmospheric pollution and salt deposition. Unlike steel corrosion, which has a characteristic brown rust look from iron oxide, aluminium corrosion is a lot more difficult to visually identify, requiring further attention and increased inspection.

After a decade of environmental exposure, VH-OJA has unfortunately experienced many signs of corrosive damage, which have been identified and assessed as part of this report. Although some loss of material has already occurred, this has served as a timely and important reminder about the importance of proper corrosion control and management processes. To maintain the aircraft's condition until it can be housed indoors, a variety of corrective and preventative maintenance tasks have been recommended to preserve the aircraft's integrity and mitigate further corrosion issues.

This corrosion report aims to highlight the importance of proactive corrosion control and the effectiveness of simple practices such as regular cleaning. It also stresses the need to consider corrosion impacts during all activities, as seemingly trivial actions (e.g. using abrasives on aluminium skin) can compromise corrosion protection. Although written for OJA, the practices and principles outlined are universal in nature and may be informative for all. Given the irreversible nature of corrosion damage, proactive management is widely recognised as far more effective and practical than later rectification. Hence, with proper care, attention and awareness, everyone has a role to play in corrosion prevention and the long-term preservation of aircraft.



Corrosion as seen on OJA.

AROUND THE HANGARS



Convair VH-TAA Progress Report

Story: Jim Marshall.
Photos: Terry Scanlan.



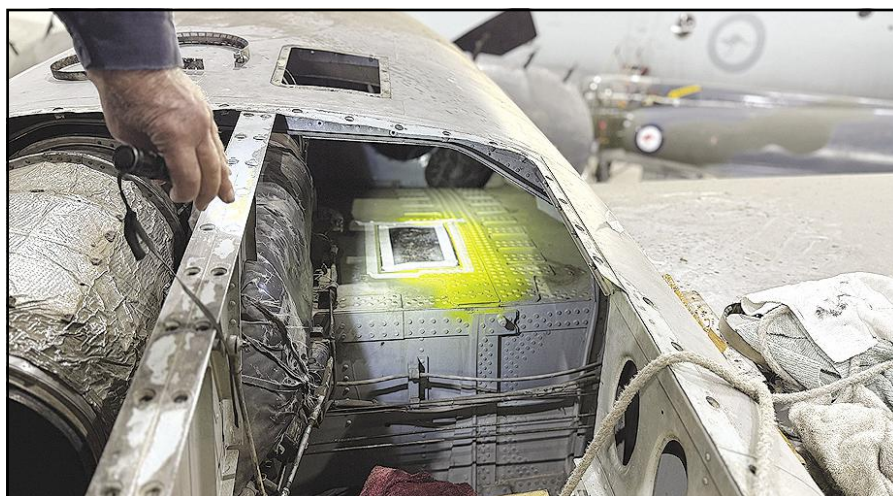
Number 2 engine cowls opened for inspection.

WHEN HARS procured the Convair from South Africa, it had just been through an annual inspection that included all the relevant Airworthiness Directives including an inspection of the wing joints. Two years later when the inspection on the wing joint was again due, we removed the exhaust tubes, (also known as augmenters) and the muffler to access the area that we had to inspect and found corrosion at the wing joint on both sides of the aircraft. It was a bit surprising that the damage had progressed as far as it had "IF" the inspection had been done in South Africa.

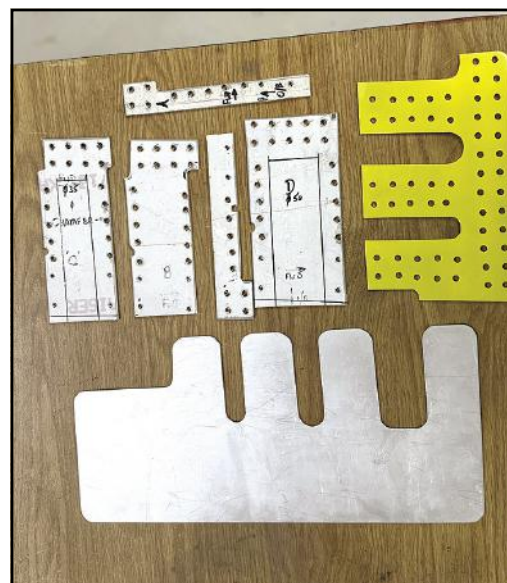
The repair was very comprehensive and required a professional sheet metal worker to carry it out. Although

those skills are in short supply in HARS, we eventually acquired the services of Stewart Clarke, an ex Qantas "Sheety", who took it on. At the time of writing, Stewart has completed the Starboard side and is about 70% done on the Port side. The Starboard side is being reassembled and one of the augmenters has been installed but has not been completed although it is proceeding.

When the repair and reassembly is completed, we are required to change the hydraulic hoses as they are passed their allowable life. After that, another annual inspection will be carried out and the aircraft will again be serviceable to fly.



Above: Wing Joints exposed for inspection.
Right: Sheet metal repair work.



AROUND THE HANGARS



C-47 A65-94, VH-EAF is Back in the Air

Photos:
Howard Mitchell.



The DAK crew preparing for an engine start.

AFTER several weeks of maintenance earlier this year, the C-47 VH-EAF returned to service and has been actively flying since then.



VH-EAF Airborne again.

AROUND THE HANGARS



Photo: Howard Mitchell
from archival photos.

Neptune 273



SEVERAL months ago, it was determined that Neptune 273 required an engine change due to the number of hours it had done. The front end of both the replacement engine and the other engine was then checked for any oil sludge.

Neptune 273 was successfully flight tested and attended the RAAF Richmond's 100th Anniversary Airshow on 27-28 September 2025.

Neptune 273.

Neptune 281 is Getting Repainted

Story and photos:
Terry Scanlan.



NEPTUNE 281, the 'static' display P2V-7 Neptune is getting a repaint after many years of being parked outside in the elements.

It was last painted by Steve Keddle and the new repaint is being undertaken by Ken Jackson and his team.



Above: 281 in need of a repaint.

Left: Kerry Gnaden makes a start.

AROUND THE HANGARS



AP-3C Annual Inspection and Propeller AD



The P3 Orion inside Hangar One.



The small bridge used to lift the nose.

YOU may have noticed that our AP-3C Orion is inside Hangar 1 – prompting a huge ‘hurrah!’ from the P-3 Team. This is the first time that VH-ORI has been completely inside a HARS Hangar since arriving here in December 2016, so it has been a long time coming. Actually, fitting the aircraft into the hangar took some creative planning as the tail is approximately 1 metre too tall. It required both main landing gear struts to be completely deflated and the nose gear strut fully inflated. Also, a small ‘bridge’ was constructed to lift the nose even higher (and lower the tail) to enable entrance into the hangar – 20mm to spare! At last, the P-3 crew get to complete an Annual Inspection out of the elements.

This year's Annual Inspection has been significantly extended as a result of the FAA/CASA issuing a Propeller Airworthiness Directive (AD).

In 2017 a United States Marine Corp C-130 suffered an inflight breakup which was initiated by the separation of a propeller blade. All 16 people onboard lost their lives. The blade had a crack at its Blade Butt area that was not detected during the last propeller overhaul 6 years earlier.

As a result of this, the FAA issued an Airworthiness Directive which, in its current amendment, now covers all series of Hamilton Standard 54H60 propeller blades (including those on our P-3 Orion). This requires the removal and dis-assembly of each propeller in preparation for non-destructive inspection (NDI) of each propeller blade butt taper bore. After inspection each propeller is re-

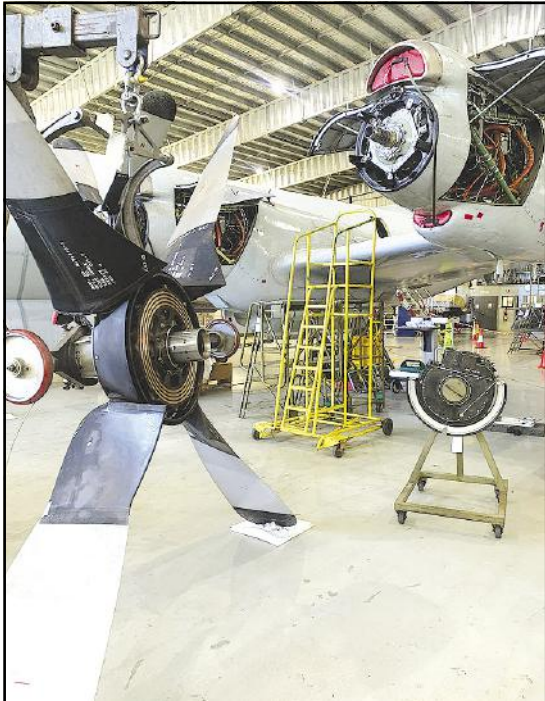


20mm to spare!

AROUND THE HANGARS



AP-3C Annual Inspection and Propeller AD continued



Engine No1's Propeller being lowered.

assembled and re-fitted to the aircraft.

The actual NDI, using eddy current inspection, is a relatively simple and straight forward process taking approximately 40 minutes for each blade. However, the re-assembly and refitment (including functional checking and air checking) is a considerable task! Further, as the majority of our P-3 team are still working normal jobs, getting sufficient and qualified people at HARS at the same time for this propeller work is a planning challenge resulting in sporadic bursts of intense activity followed by weeks of low activity. At mid-



NDI Inspection.



Inspecting the Propeller Hub.

August we are half-way through our 5 propellers (including our spare).

It is worth mentioning here that no Australian P-3 propeller blades have had cracking in this area. Note also that this work is not a propeller overhaul and comes at zero cost to us as HARS members as we have all the tooling, consumables and expertise on hand.

Also, as at mid-August, we are approximately 85-90% complete with our Annual Inspection. As you would expect after 9+ years unhangared at Albion Park minor corrosion repairs have kept us busy during this Annual. The remainder of the Inspection has progressed smoothly, however significant functional checks are still required once the aircraft is out of the hangar – including the normal pressurization, electrical, IFR checks and a compass swing. We hope to air-check the aircraft in early October.

We have been fortunate with Fire System Services of Wingfield SA supporting us with the testing and replenishment of our 8 portable oxygen bottles. It is a requirement to carry this equipment above FL140 and complements our AP-3C IFR status.

A HUGE thanks must go out to the whole P-3 Team in keeping Australia's biggest Warbird alive!

Postscript – since writing this article, successful engine runs and flight tests have been carried out which completes the Annual Inspection and Propeller AD work with the Orion now ready for flight.

AROUND THE HANGARS



Story: Joe Plemenuk (Plucka).
Photos: Plucka, Terry Scanlan and Howard Mitchell.



Above: Annual inspection is almost complete.

Left: Plucka doing a final check before the engine run.

Below: Successful test of the propellers with engines running.



AROUND THE HANGARS



Grumman Tracker 844 Update

Story: Owen Nichols.
Photos: Howard Mitchell.

THE flights conducted on 12 September 2025 were the first time the Tracker had been airborne since ANZAC Day 2024, over thirteen months ago. During that time, the aircraft underwent its annual inspection and more time consuming, had both propellers removed for an Airworthiness Directive inspection and consequent internal repairs. This required the propellers to be sent to Tyabb (southwest of Melbourne on the Mornington Peninsula). This was time consuming but was eventually accomplished, thanks to the generous financial support of Chris Sievers (founder and former owner of Air Affairs, the company that operates Learjets out of Nowra). During this time, we lost two members of our small Tracker team. First was Gary Criddle, HARS member and Qantas pilot who had a key role of growing future (younger) Tracker pilots. Gary was killed in a tragic mid-air collision southwest of Sydney. Then, less than two weeks later we lost Garry Holloway, our walking encyclopaedia on all things engine and airframe for the Tracker. He had started working on them in 1967.

Over the past few weeks remaining items were knocked over one by one, including a compass swing (thanks Joe Lautier), culminating in a new maintenance release.

On Friday 12 September Alex Le Merton (current RAAF pilot) and Owen Nicholls climbed aboard 844. Alex flew as aircraft captain with Owen as co-pilot for the first flights. Owen had not flown since the last Tracker flight. A short flight of one take-off and landing was completed followed by a thorough examination of the aircraft to confirm that all was well. Then Alex and Owen got airborne again, first for Alex to regain some currency in the Tracker and then (following a seat change on the ground) Owen took off as pilot in command. Unfortunately, a short time later a minor defect was noted which curtailed the planned flying for Owen, necessitating an early return for landing. Oh well, next flight!



Tracker 844 comes alive.



Alex and Owen prepare for the first flight.



Tracker 844 flight test.

AROUND THE HANGARS



Report From Vampire Village

Story and Photos:
Terry Wilson.



Vampire Taxiing on July 12, 2025.

PROGRESS on restoring ex - RAAF Vampire T35 Jet Trainer A79-637 (VH-FJW) has continued at a slow and steady pace. A major milestone was reached recently when it was successfully taxied for the first time since the restoration was begun in the 1990s by an earlier team. This followed a long period where the current Vampire team worked hard at resolving some rather frustrating problems with the hydraulic system. And the Vampire also looked great while taxiing, thanks to the great support from others in getting the engine cowlings and tail cone successfully re-worked and fitted for the first time since starting the project.

Also, the modified avionics system, modelled on the fit installed in Temora's Vampire, has been successfully installed and tested - allowing the Vampire to be safely taxied while communicating with other airfield traffic.

Among other tasks currently underway is the crack-testing and refurbishment of two main landing gear wheels and fitting new tyres and tubes to them. Once done, they will be fitted to the aircraft with new bearings and seals, which will then enable some faster taxiing.

There is still some work to be done on carrying out more tests of the engine fuel burners – for

which the team is awaiting the fabrication of a test rig. Once that is done, and some more aircraft metalwork on some airframe components is completed, only some final checks and paperwork should be needed before the aircraft can be certified as being airworthy.



Refurbishing MLG Wheel with new tyre.

Bendigo Bank Celebrates 25 years

Story and Photos:
Sherryl Sherson.



Jim Marshall looking 'handsome'? with Bendigo Bank guests.

HANGAR 1 glittered brightly, as guests were handed a Cosmopolitan Cocktail to start the Oak Flats Bendigo Bank's 25th Birthday celebrations. Fifteen months in the planning and many volunteer hands helping to make it a night to remember. The Ladies dressed in cocktail style and looked fabulous, as did the menfolk looking handsome.

Culinarius Catering did an amazing job again, commencing with Grazing Boards full of cheeses, salamis, and many other Charcuterie pieces, followed by beautifully prepared finger food, and plenty of it. This led to Pasta Cooking demonstrations, and matching salads, it was great to see the highly experienced Chefs do what they do best, "cook".

To finish, the Chefs made pancakes with hazelnut, chocolate and orange filling, or if you preferred raspberries and chocolate ice cream. Marry these up with Chocolate covered strawberries and many guests were in heaven.

It was a fabulous night but would not have happened without the wonderful help of the Event's Volunteers.

Most of us worked 16 hours and left at 12.30am next morning after everything was cleaned away, ready for the next day's visitors.

The pictures show Wendy Saville, Robyn Druce, Judith Kruts and Lee

Creamer in the wind tunnel. Gary Wise and Michael Merret and Tim Druce also helped set up.

For a short 5-hour period, we turned Hangar 1 into a delightful Cocktail Party atmosphere.



The Chef "doing what they do best".



Sherryl Sherson (far right) with HARS volunteers; Wendy Saville, Robyn Druce, Judith Kruts and Lee Creamer.



The drinks table with a nice Cocktail Party atmosphere.

B707 – 138 N707JT

Brunswick Georgia – visit July 2025



N707JT with engines, flaps and empennage removed.

SIX HARS members made the trip to Brunswick Georgia USA in late July to progress the B707 project.

At the time of arriving at the HARS 707 in Georgia, it was evident some significant work had already been undertaken to enable the aircraft to be shipped to Australia.

The engines, flaps, fin and horizontal stabilisers had been removed prior to the team's arrival. The four engines, plus a

fifth spare were shipped to Australia earlier in the year with one on display at the HARS museum and the remaining four in storage at the BlueScope warehouse.

The objectives of the July visit were to clean the interior of the aircraft, plus pack the horizontal stabilisers, flaps and fin into open top containers for shipment to Australia. All these items were laying on pallets on the ground outside of the Omega warehouse. The aircraft interior had suffered from significant mildew due to the hot and humid Georgian summer.



Engine on display at HARS.

By the end of the first day however it was determined the fin was too big to be packed into any shipping container, even if the rudder was removed. It was also established that the rudder could not be removed unless a crane was hired to lift and turnover the fin, as the hinge bolts were underneath the rudder and therefore inaccessible.

The team therefore focused on the horizontal stabilisers. To fit these surfaces into the containers the elevators needed to be removed. A straightforward job we thought, but true to aviation it was anything but! Having removed all the locating bolts and any other hardware,

B707 – 138 N707JT *continued*



Examining the fin to determine how to remove the rudder.



Stabilisers and fin on the ground prior to being lifted.

we thought the elevators were good to come off – but they refused to release. This caused some discussion and scratching of heads. Why won't the elevators come off? What else is holding them on? Fortunately, in the Omega warehouse they had some B707 elevators stored. Examining one of these gave us the reason. There is a curtain between the elevator and the stabiliser which must also be unbolted. This was the complication, as the access panels were on the underside of the stabiliser and could not be accessed as the stabilisers were laying on pallets.

As luck would have it, the containers were arriving later that morning. As container side lift trailers apparently don't exist in Georgia, a crane had been booked to lift the containers off the trucks. The crane driver agreed to some extra work – lift the stabilisers so we could pack more pallets under them to give us working space to remove the access panels.

OK, now can we get the job complete and start packing the containers? More complications! The screws on the access panels had been



Working under the stabiliser to remove access panels to enable elevators to be removed.



More parts for the B707 have arrived.

in place for many years and around one in three refused to be removed. The team spent most of the next three days removing all the screws. This involved a combination of speed bit, drilling heads off difficult screws (a drill bit would only remove about three heads before being blunt and needing to be sharpened) or applying lots of pressure to the impact screwdriver.

Finally, all components were ready to be packed in the shipping containers. Our attention then turned to building the support frames for the stabilisers as they had to be laid on their leading edge on one side of the container with the trailing edge at the top and opposite side of the container. Once that was done the crane returned to lift the stabilisers, flaps and elevators into the containers. It then had to lift the containers onto the trucks. After 10 days work we were very pleased to see the trucks depart.

The final couple of days were spent on the fuselage and interior, completing the cleaning and generally tidying up in the cargo holds.

A final note: Georgia in July is very hot and humid! Great for the beach, not so much fun working in the sun, or worse working in a container!

Postscript: *The container arrived at HARS late in September 2025 with the components now unloaded and waiting on the rest of the aircraft.*



Loading the containers.



Inside the cabin of the aircraft.

The 100th Anniversary RAAF Airshow at Richmond



The HARS aircraft were popular with the crowd.

RAAF Richmond Base turned 100 years old this year. The Air Force Base was opened in June 1925 and is the oldest Air Force Base in NSW and second oldest in Australia after Point Cook in Victoria. The RAAF Richmond Base celebrated its centenary with a two-day Air Show on the weekend of 27-28 September 2025. HARS had four aircraft attend the Airshow as static displays to help with the celebrations.

Preparations started during the week leading up to the Airshow with the C-47 Dakota, DHC-4 Caribou, P2V-7 Neptune and

F.VIIb Southern Cross Replica conducting flight tests giving the pilots some currency on the aircraft and ensuring that all the aircraft involved were airworthy and ready for an early departure on Friday 26 September.

Friday saw the aircraft repositioning to Richmond with the Neptune and Southern Cross Replica going direct and the C-47 and Caribou going up the Victor One airway which is the coastal track up to Long Reef and then inland to Richmond. At my location in Burraneer Bay (Cronulla) it was pleasing to hear and then see the C-47 and the Caribou passing by Bate Bay with their very distinctive engine sounds that are easily identifiable as large 'round' engines.

On arrival at Richmond, the crews secured the aircraft and then were hosted by the RAAF in accommodation on the base.

The Airshow got off to a great start on Saturday with fine weather and a large crowd of approximately 40,000 people attending giving our HARS aircraft and crew unprecedented exposure to the public. Queues to inspect the aircraft were long on each day with the



Setting up the HARS shop prior to the crowds arriving.

Caribou attracting a lot of attention due to its relationship with the Richmond Air Base.

The HARS shop was well stocked with many models which saw most of them sold out on day one. A call was made to bring more stock in on the Sunday and fortunately this was accomplished.

The HARS shop was continually having difficulties with the Wi-Fi causing problems processing payments by card. Cash purchases were also difficult to transact as the ATMs on the Base were not working due to the access to the internet being brought down by the excessive load imposed on the only available network.

Sunday started well with a further 40,000 people on the Base

enjoying the early part of the airshow which unfortunately was cut short around the middle of the day due to an approaching thunderstorm. For safety reasons, the flying displays were cancelled however the storm didn't eventuate as safety comes first. No one questioned the decision to cancel any further flying displays.

The four HARS aircraft returned safely to their Shellharbour Airport base on Monday 29 October. The Southern Cross Replica was able to get a clearance to enter Sydney Harbour for the Harbour Bridge Run and conducted a couple of orbits near the Harbour Bridge before continuing coastal south to Shellharbour Airport.



The lineup of people waiting to go onboard the C-47 and Caribou.



The Ex Sydney-University Boeing 707 Simulator Project

Story: Ed Cousins.
Photos: Terry Scanlan.



The B707 Simulator.

AFTER a decision was taken by management, it was decided to bring the full-sized Boeing 707 simulator back to a functioning flight simulator running on a Microsoft Flight Simulator platform.

I am currently working out what we have, how it was configured originally by Link, the changes Sydney Uni partially implemented, tidying it up and getting it up to a reasonable standard of presentation. This will take some time especially as all the engineer's station has been stripped out and all we have is two panels almost devoid of instruments, lights and switches.

I have tidied up the cables that went to the original computer racks and am working on getting some reasonable interior lighting working and how to power up the original 707 lights. The two computers Sydney Uni added are running again and Flight Simulator X appears to run on one even though both display registration errors. I have most of the monitors Sydney Uni added running and the cables labelled in a useful manner. The visuals are currently very soft and low resolution and I expect to have at least two monitors fed with DVI cables rather than the current SVGA cables next week which will hopefully get the current monitors to a usable standard. Research is required to work out what is needed to interface the pedals and control columns to Flight Simulator and looking at how we could resurrect



B707 Simulator Cockpit.

the ventilation system which will be needed in the warmer months - basically I have to find the main air hose and add a quiet blower if one does not already exist somewhere. Also, the 3-phase 115V ceiling fans will need to be replaced with something more workable with safer wiring than currently exists.

Hopefully a couple of members with Flight Simulator experience will take on the task of configuring the multi-monitor and probably multi-computer Flight Simulator software and I suspect they will probably want to upgrade to a more recent version. I am also studying how to link computers to distribute the graphics work.

Jim Marshall has arranged for the painting of the exterior and is assisting to source the missing instruments, switches and light bezels needed to get the simulator looking reasonably complete. A solution is being sought on how to support the structures and trim needed for the engineer's station.

Hopefully we can eventually acquire a small hydraulic pump and reservoir and implement some gentle movements of the module using the approach used by Sydney Uni but in conjunction with Flight Simulator rather than by use of a separate control module.

There is a lot of work ahead and volunteers are needed to progress this project.



Sim Instructor's Station.



Centre Console.

HARS Life Members Board of Honour

Story and photos by Brian Van Dragt.

THE HARS Life Member Board is a tribute to the invaluable contributions of HARS members. Initiated by Jim Marshall, this board was designed by Deb Farquhar and built by Brian Van Dragt at the Bulli Woonona Men's Shed. With the signwriting by Richard Jolliffe, it demonstrates the collaborative spirit within the HARS community.

The HARS initiative is aimed to Honour long-serving members whose passion and commitment have significantly contributed to HARS' existence. With this vision in mind, Deb Farquhar designed a board incorporating a strong aviation theme, representative of the organization's rich heritage. Her design ensured that the board not only served a functional purpose but also stood as a symbol of Honour and Recognition.

This board now serves as a lasting tribute to the HARS life members, reflecting the organization's appreciation for those who have dedicated their time and effort to preserving Australia's aviation legacy.



The HARS Life Member Board.



Brian at work on the board.

OJA B747-400 Celebrates Ten Years of Retirement



Events Manager, Sherryl Sherson opening the proceedings.



Mayor Chris Homer and partner Myoress Vikki Muller.

SATURDAY 3rd May 2025 was not any ordinary day. It was the day when the B747 enthusiasts marked the tenth anniversary of the arrival of VH-OJA at the HARS Museum, by experiencing a full-service dinner onboard this remarkable aircraft.

It was never going to be an easy task and HARS needed the expertise of highly skilled, retired Cabin Crew and

Engineers to help make it happen. Local caterer, Culinarius curated a magnificent meal, supported by matching wines, not before enjoying pre-dinner drinks and canapés under the fuselage.

Shellharbour's Mayor Chris Homer and his Partner, Myoress Vikki Muller, joined guests upstairs in the Bubble, sipping on French champagne and oysters to start. Four of our



Captains Steve Howson and Doug Haywood.

favourite retired Qantas Captains dressed up in uniform entertained the guests with many stories, facts and figures during the evening.

We knew it was never going to be an easy task, from a logistics perspective, but the desire to create an overwhelming exciting event, with the collaboration between experienced HARS team members, made it all happen. Most of the guests want future notice when similar events will take place.

A special thanks must go to the team behind the ongoing maintenance and care program, to allow visitors and guests alike, to peer into a window from the past, and still enjoy the future.

Our Super Constellation has an 80th birthday next!



Passengers listening to our Captains.



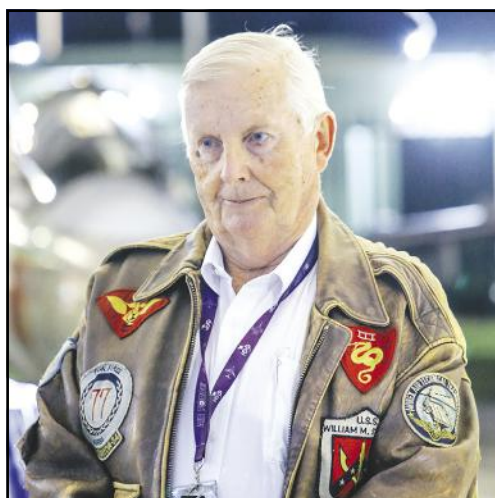
Captains Doug Haywood and Bob Lumsdaine entertaining guests.



Pre-dinner drinks before boarding.



Meal service.



HARS President, Bob De La Hunty OAM.



Captain Dave Barnes assisting with service.

HARS Commemorates Operation Babylift

Story: Mark Keech.
Photos: Howard Mitchell.

ON Wednesday 23 July, the HARS Dakota made a flight to Canberra to commemorate the 50th anniversary of the orphan repatriation flights out of Vietnam.

In April 1975, just before the fall of Saigon, a number of flights were conducted to bring orphaned children out of Vietnam as there were fears for their safety under the communist regime. While most of the children were taken to the US, Australia also took approximately 250 children in a mission known as 'Operation Babylift'. The RAAF committed two C-130 aircraft to bring the orphans to Bangkok where they were transferred to a chartered Qantas 747 for the flight to Melbourne. Many of the children were in a poor state of health, suffering from malnutrition and dehydration, and were in need of medical help.

An event hosted by the Australian War Memorial commemorated the 50th anniversary of Operation Babylift and was attended by the RAAF and Qantas personnel who participated in the operation as well as many of the surviving orphans. A highlight of the event was a flypast of our ex-RAAF Dakota in company with a current RAAF C-130 Hercules.

The Dakota departed Shellharbour airport early on the morning of 23 July and met up with the C-130 to the west of Canberra and held for clearance from Air Traffic Control to fly over the city and directly over Anzac Parade to the War Memorial. The flypast was then repeated over the RAAF Memorial site to the east of Canberra before both aircraft returned to their respective bases.

Though not widely reported in the press, the flypast was well received by those attending the event on the ground.



Mark Keech ensuring there is plenty of oil in the engines.



VH-EAF departs for Canberra.



The C-130 Hercules on joins up for the overflight.



Dick Elliott, Bob Small and Alex Le Merton prepare VH-EAF for departure.



Dick and Bob position the aircraft for the flyover of the AWM



Mark Keech in the Navigator's Station.

Honouring Lawrence Hargrave

Story: Michael Hough.
Photographs: Robert Deacon,
Howard Mitchell, Michael Hough.

13 September 2025.



HARS members Richard Webb (left) and Michael Hough (right) with visitors and LHS President, Rob Deacon (far right).

HARS is proud to support two very significant aviation-related organisations located upstairs in HARS Hangar 2

- The Lawrence Hargrave Centre (LHC) - the official home of the Lawrence Hargrave Society; and,
- The Australian Aviation Hall of Fame (AAHOF) - of which Lawrence Hargrave is Number 1 inductee.

In these ways, HARS is honoured to both host and continue to recognise the outstanding pioneering work of Lawrence Hargrave (1850-1918). He was a foundation pioneer in the development of powered flight, particularly so because much of his experimental work in demonstrating the lift capability of what is now called the aero foil wing. This work was carried out at Stanwell Park Beach on 12 November 1894 using Box Kites. At that time, Lawrence lived in a Georgian home called "Hillcrest" which still exists. It is now the club house and recreation centre of a church retirement village complex at Stanwell Park.

A dedicated group of enthusiasts have formed the Lawrence Hargrave Society (LHS) and are committed to preserving the memory and achievements of this outstanding pioneer of early powered flight.

Future tours of the LH Centre and AAHOF are planned to be held every three months on the Saturday of the HARS Tarmac Weekends.

Because, in our modern society, any organisation needs to raise funds to cover its registration, insurance and other related expenses, the HARS Committee granted approval for the LHS to conduct an occasional special tour dedicated to both maintaining public awareness of the achievements of Lawrence Hargrave and to raise funds referred to above.

On 13 September 25, the first of these special tours was run. Marketed as an exclusive guided tour, it was led by

three senior LHS/HARS members - the Patron (Michael Hough), the President (Rob Deacon) and LHS Committee member (Richard Webb). The tour was designed to enable participants to explore selected artefacts of early Australian aviation heritage.

An extensive program was arranged for the visitors starting with a morning tea on arrival followed by discussions on Lawrence Hargrave and his early experiments with a workable aero foil wing and rotary engine. This was followed by an inspection of the LH Centre and the Australian Aviation Hall of Fame. The group were then given an extensive tour of the HARS hangars paying particular attention to the Southern Cross Replica and Tiger Moth.

Future tours of the LH Centre and AAHOF are planned for the Saturday of HARS Tarmac Weekends held every three months.

The next LH Centre Tour is scheduled for Saturday 10 January 2026.

Website REFERENCES:-

<https://www.lawrencehargrave.org/index.php>

<https://hars.org.au/>

<https://www.lawrencehargrave.org/index.php/museum/opening-of-the-new-museum>



The Visitors receiving a briefing from Michael Hough.



The group on the tour of the Museum.

HARS Hueys Support the Vietnam Veterans



Huey 898 with Huey 703 in trail abeam Lake Illawarra.



Huey 703 landing with Huey 808 following.



HARS was honoured to support a very significant regional event, which was held on Sunday 31 August at Corrimal Rangers Football Ground at which two HARS Vietnam era "Huey" Helicopters were the highlight of the event.

The year 2025 marked 50 years since the evacuation of Saigon. The period of Australian involvement in the Vietnam conflict was from 1962-1975, with the last of the combat troops being withdrawn in 1973. Accordingly, the Vietnam Veterans (Illawarra) Association decided to wind up as a separate organisation, with 2025 as its final year of a separate existence.

HARS Vietnam Veterans, Michael Hough (President of the Corrimal RSL Club) and Vic Battese worked together with the RSL Sub-Branch to stage a significant final event to honour the Vietnam Veterans.

The date was set for 31 August 2025 and Michael and Vic worked together to co-ordinate the highlight of the day which was the landing of the HARS Huey helicopters at the Corrimal Rangers Football Ground. Ex-RAN FAA UH1B (898) and ex-Army/ex-RAAF Huey (703) were tasked for this event with the cost

(Illawarra) Association – 50 Years



The two Huey's were popular with the crowd.



of fuel subsidised by the Corrimal RSL Sub-Branch.

The two "Hueys" landed by simulating a 'hot' incursion using smoke flares, the ground controller was HARS Member Mr Ken Jackson, with the landing commentary on the PA made by HARS Member FLT LT David Barnes RAAF (Ret'd)- who flew "Hueys" with 9 Sqn RAAF. After both aircraft were safely secured, the "Hueys" were opened for inspection firstly by the Vietnam Veterans and then by the general public.

The opening ceremony was accompanied by the Vietnamese Illawarra Community Choir attired in ceremonial dress singing the two National Anthems – the "Australian" and the "South Vietnamese" followed by "We Are One. We Are Australian"

Cadet Units from the three ADF units marched and were led by the TS Albatross Drum Band. After the march, the President of the Vietnam Veterans Illawarra was invited to

inspect the parade.

Based at HMAS Albatross, Huey UH-1B number 898 was used to train Royal Australian Navy pilots heading for service in Vietnam.

The story of UH-1H 703 began in July 1970 in South Vietnam when the helicopter was purchased by the RAAF's 9 Squadron from the US military after the loss of another. Then 703 flew with the RAAF in many roles, most notably air survey work in Irian Jaya until 1990 and then into Australian Army Aviation until its retirement in September 2007. Still in Army livery, 703 was displayed at RAAF Museum, Point Cook, Victoria until its donation to HARS in May 2023 and transported for restoration by HARS volunteers. Now its Australian civil registration VH-X9S pays homage to its origin and years with the RAAF's legendary 9 Squadron in the Vietnam War.

Vietnam Veterans *continued*

Story: Professor Michael Hough AM.
Photos: Howard Mitchell and Michael Hough.



HARS members Brad Johns(L) Bruce Ingliss, Bill Colaridge and Tony McAdam at the HARS stand.



Vietnamese Illawarra Community Choir.



The ADF Cadets Units on parade and then having some fun.



HARS Moves Toward Digital Records

Story and Photos:
Terry Scanlan



POS system now in place for both the Café and Reception.



I AM sure that all of us have come to the conclusion that we are facing dramatic changes in the way we have to live in this 'Digital World'. Gone are the days of large filing cabinets with lots of paper records filed in alphabetical order and taking hours to sift through folders looking for a particular document. Today, with a simple touch on your smart phone screen, your whole life is revealed to you with family photos, chat messages, emails and Apps that can connect you to the world in the blink of an eye.

At HARS we are also moving along with the times with the introduction of modern POS (Point of Sale) systems now installed at Reception and more recently, with the help of Bruce Johnston, in the Café Connie that has improved our inventory control in the HARS Souvenir Shop and also better customer service in the Café Connie. We have also installed a digital sign-in register for members and visitors which enables us to see who is on site in the event of an evacuation.

With the introduction of SmartSheet, a cloud-based platform designed for work management and automation, many of our records are now being managed using this technology. Some of these functions are DAMP records, Asset Management, Flight Operations, WHS amongst many other functions.

The introduction of QR Code scanning for new member enquiries and access to our digital Safety Data Sheets via QR code scanning reflects the commitment to move into the digital world by HARS members. An explanation of the QR Code technology for our SDS follows as reported by Tony Horneman.

In an exciting development that underscores its commitment to innovation, safety and compliance, HARS Aviation Museum has replaced the traditional hard copy Safety Data Sheet (SDS) folders with an efficient, mobile-friendly solution. By incorporating QR code technology, the museum is transforming how HARS volunteers access critical safety information for materials and products.

Gone are the days of searching through bulky folders for safety data sheets. Now, a simple scan of a QR code allows instant access to all SDS documents in PDF format directly on a mobile phone. This new system streamlines the process, ensuring that valuable safety information is readily available whenever and wherever it is needed. The QR code is available for Emergency Services staff, e.g. Fire and Ambulance, if required.

Safety data sheets are essential documents that provide detailed information about the properties, hazards, and handling of materials or products. Familiarisation with SDS documents is crucial before using any material or product on a job. The transition to QR code-scanned PDFs ensures that these vital documents are not only easily accessible but remain up-to-date and organised.

This change offers significant advantages in terms of efficiency. HARS volunteers can now retrieve information in seconds—a major improvement over manually locating paper folders. In aircraft maintenance and restoration, having instantaneous access to safety information can help prevent accidents and ensure compliance with safety protocols.

Using the QR code system is simple and intuitive. Simply scan the QR code located outside Hangar 1 Tool Crib, outside Hangar 3 Crew Room and at the Fire Panel at the front door of the museum (Reception area). After scanning the QR code, a list of SDS documents will appear on your mobile phone, in alphabetical order. Scroll down to find the item you are looking for, select it to see basic information about the product. Click the 'paper clip' icon to view the PDF of the SDS. The data is hosted in Smartsheet and is kept up to date by HARS volunteers Peter Smith and Tony Horneman. If you see a hazardous product that is not listed or cannot be found in the list, please contact Peter or Tony who can update the data base.

By adopting this modern SDS system, the HARS Aviation Museum is not only enhancing safety and operational efficiency but setting a precedent for others in the aviation and museum sectors. The integration of QR code technology demonstrates how a simple yet innovative approach can lead to substantial improvements in workplace safety and convenience.

Try scanning this code with your mobile phone and check out the SDS documents.



Parkes Aviation Museum Reports

Committee Visit To Parkes

Story: Maureen Massey
Photos: Ian Poulter



The HARS Committee and Flight Crew at Parkes.

ON Friday May 16, the HARS Committee and members of the HARS Foundation, boarded the Hawdon DC-3 (VH-AES) and headed for Parkes.

What would have been a 6-hour drive resulted in less than 1 ½ hours flying time.

It was a glorious day, however, the weather at Albion Park was cloudy and threatening, but once we were up and away, the sun shone, and we were welcomed with a great day at Parkes.

We were met on arrival by most of the HARS Parkes members and families, and quite a crowd of onlookers, who had heard via the local radio network, that the Dak was coming.

Our meeting took place at the Local Aero Club, located opposite the HARS hangar, and discussions began about the hopeful extensions to the Parkes site, with Gary Squire presenting his drawings and projections to us all. These drawings have been submitted to the Parkes Council for their appraisal.

On conclusion of the meeting, we took a stroll around the new



Parkes members line up with the Hawdon DC 3.

proposed site and pegged out the area the new hangars will occupy, including the memorial to the original Polish pioneers, which will be a feature when entering the site from the main road.

Morning tea was served, scones, jam & cream, country style, yummmmm, and soon after Mike was firing up the BBQ for lunch.

The DC-3, VH-AES was a great attraction at Parkes and after taking the VIP's for a local flight, HARS Parkes members and their families, were treated to a flight as well.

Many thanks go to the HARS Parkes members for the constant participation, and efforts that went into making the Hangar there quite an attraction.

FOOTNOTE: *I must commend the flight staff on AES, not only Bob and Mark for the smooth ride, but cabin crew for their wonderful on board service, the coffee was hot and the slices delightful!*

HARS Parkes – Expansion Plans

Story and Images:
Gary Squire



HARS continues to work with Parkes Shire Council to develop our proposed new museum site at Parkes airport. Since approval of our initial Development Application, we have been reviewing our plans to meet our future needs and vision.

Our revised site plan relocates the DA-approved display hangar 27 metres to the north, to preserve the stand of trees to the south for shade as picnic areas for visitors and members, and to retain a taste of the site's natural setting. HARS also seeks to extend our site some 140 metres towards the north, increasing the area from 36,000 to 78,000 square metres. This will provide flexibility for outside display and hosting events like the 2024 Parkes Fly'n For Fun, partnered with AAAus and the AMDA Foundation. The larger area also allows for on-site accommodation for visiting crew, the future siting of a second display hall of similar size and eventual relocation of our existing Bellman hangar.

We envisage a large open hardstand for tarmac days like similar activities at Shellharbour; to allow visitors to view and photograph exhibits in the outdoors with plenty of room for those perfect shots, encouraging return visits to enjoy a regularly changing scenario. Visiting aircraft from

The planned layout for HARS Parkes.

An EV Charger at HARS

Story and Photos:
Tony Horneman.



The EV Charging Bay.



Tony (L), John, Matthew and Paul at the EV Charging Station.

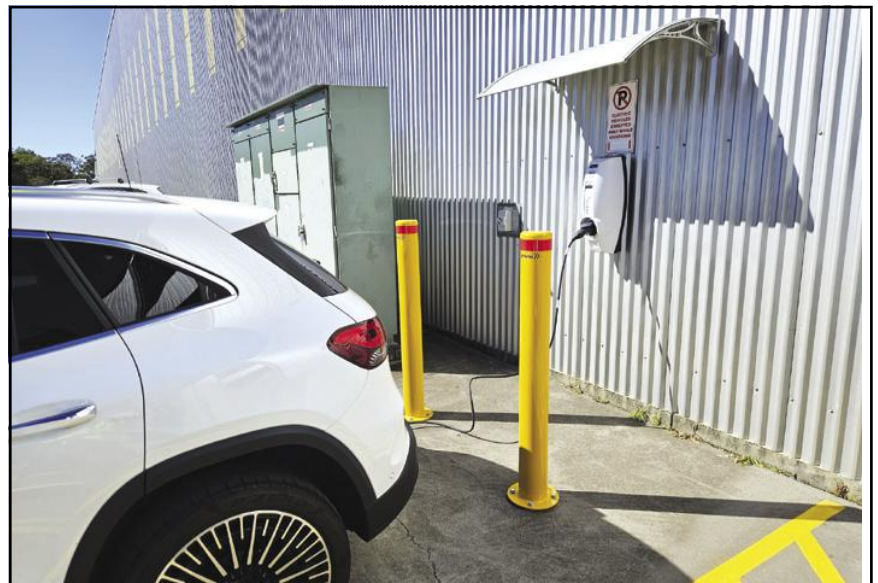
HARS has officially launched the new 22KW AC Electric Vehicle (EV) Charger for visitors and volunteers to charge their EVs while exploring the museum or enjoying a coffee at Connie Café.

Earlier this year, ChargeHub generously donated an EV Charger to HARS as sponsorship.

On 29 September 2025, Matthew Kummerow from ChargeHub, joined Paul Ferguson (Shellharbour Airport Manager), Councillor John Davey and Tony Horneman (HARS Volunteer) for a photo with the new charger. Matthew enjoyed a quick tour of the museum.

ChargeHub EV charger app can be accessed here:

<https://www.chargehub.solutions/>



Charging your vehicle.

Users should park their EV in the designated HARS EV parking space and plug the Type 2 cable (supplied with the vehicle) into the wall charger. Scan the QR Code, download the Charge Hub App, add a credit card, then start and stop the charging session using the App.

Drivers pay for the electricity, and HARS receives a small profit from each charge. It is important that drivers move their vehicle to another parking spot once charging is complete to allow other EV drivers to use the charger. If you have any questions, please contact Tony Horneman.



QR Code to scan.

Bendigo Bank Supporting HARS

Story and Photo:
Terry Scanlan.



Bendigo Bank's Amanda Fleming (L) and Kelsey Vincent presenting a cheque for \$30K to Bob De La Hunty.

Bendigo Bank, Oak Flats and Gerringong presented a cheque for \$30,000 to HARS during a crew lunch break, late June 2025.

Oak Flats and Gerringong branch continue to support HARS in their capacity as a Community Bank.

HARS member Tom Payne's son Jack, turns 8-years-old



Our future Aviators?



**Tom Payne's family and Jack's friends
at HARS**

FOURTEEN of Jack's friends attended, along with parents, enjoying a full day of touring around the hangars, visiting many aircraft and having a great time learning a little about what Dad does for a living.

Lunch was provided, including an Ice Cream Cake, and everyone had a great time.

Thanks to Dave Barnes, Steve Howson, Peter Smith and Mark Thurstan for showing the kids around, and to Joan and her Café staff for providing the wonderful lunch for the party.

GE Bicentennial around Australia Air Race

Background to Hawdon's participation

TULLAMARINE Airport April 29, 1987: a large crane positioned in the Car Park commences the delicate operation of lowering the historic DC3 'Hawdon', formerly VH-AES, from a massive structural arch where it had spent the last 7+ years suspended as a static display.

A new phase of Hawdon's history began as plans evolved for its restoration. January 1988 saw the formation of Hawdon Operations, with Captain Dave Wiltshire as President. A dedicated team of volunteers assembled to undertake the detailed work necessary to return Hawdon to airworthiness status. The restoration timeline was set with the aim of entering Hawdon in the 1988 GE Bicentennial Air Race around Australia, an event scheduled to commence on September 18.

By September 9 1988, Hawdon was once again airborne for its first flight in fifteen years. This flight was timely in that it was able to commemorate Trans Australian Airlines (TAA) Inaugural flight of 1946, originally flown by Hawdon between Laverton and Mascot. Participating in this 42nd anniversary flight were six of the original passengers who were on the inaugural flight, as well as several members from the restoration team.

Seven days later, Hawdon, now fully airworthy, polished, and sporting its original registration VH-AES landed at Narromine to prepare for the first leg of the 'General Electric Bicentennial Around Australia Air Race'.

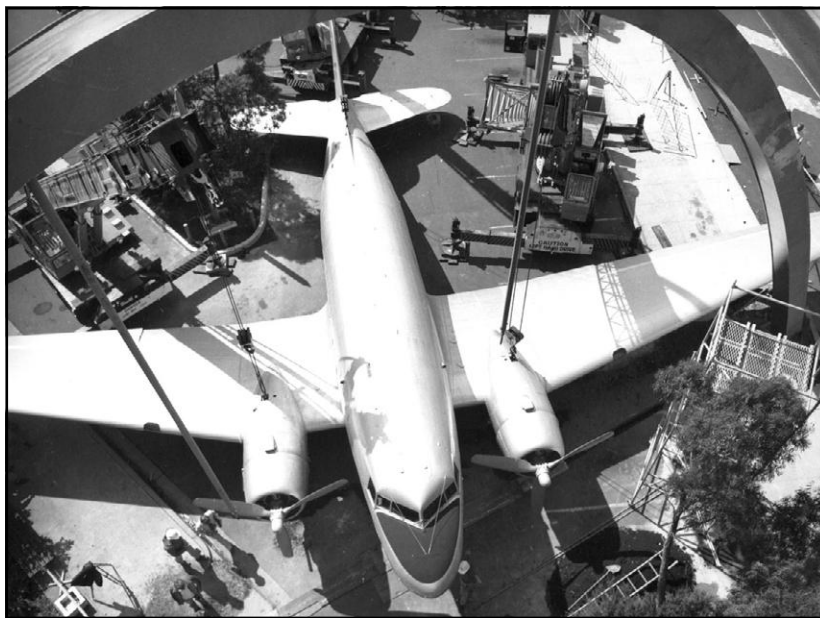
Overview of Race

Designed as a 14-day event, the GE Bicentennial Around Australia Air Race required competitors to fly a route distance of 6,100 nautical miles, flown in an anticlockwise direction around mainland Australia. Race Organiser for the event was Air Commodore Jock Thomson (Retired). A race committee, supported by the executive of the Royal Federation of Aero Clubs, had worked for many hundreds of hours in the previous 5 years planning what would be the first international Air Race held within Australia and conducted under Federation Aeronautique Internationale Rules. All aircraft were handicapped to ensure everyone remained competitive and therefore stood an equal chance of success, either outright or in their class. Over 100 aircraft had registered for the event, with aircraft types ranging from a home built VariEzy, flown by the youngest competitor, to an RAAF Caribou. A cash prize of \$25,000 would be awarded to the outright winner, \$5,000 to second place and \$3,000 for third place and Class winners.

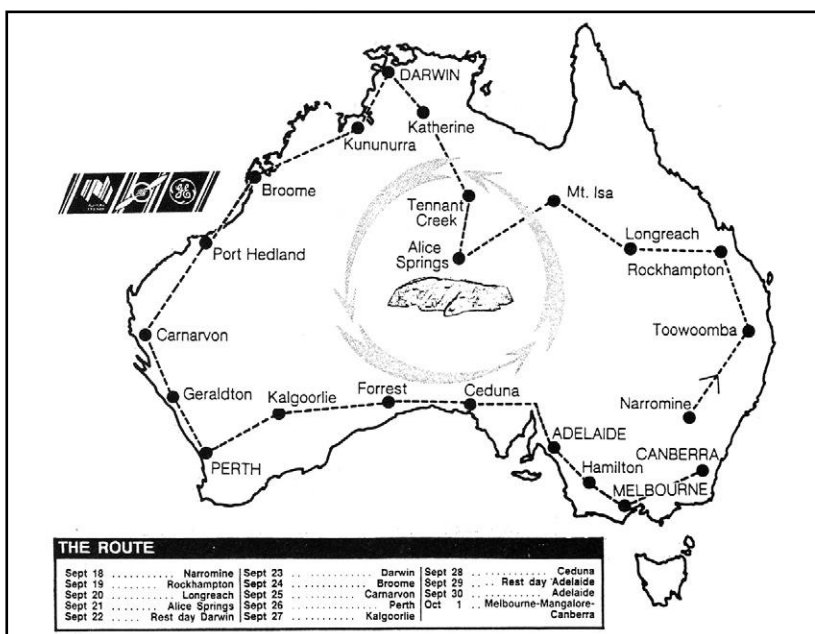
Hawdon entered the Race under the command of Captain Dave Wiltshire, supported with sponsorship from Australian Airlines and Pratt and Whitney. The DC-3's status as an icon of post-war civil aviation attracted extensive media coverage and public interest as the oldest entrant in the Air Race.

Crew

Many of the Hawdon crew participating in the Air Race were



VH-AES detached from the arch at Tullamarine Airport.



Map showing the route of the Air Race.

members of the restoration team. Nancy Blitz, who wrote the book 'Hawdon' detailing the history and restoration of the aircraft, participated in the Air Race as a member of the Hawdon Ground Crew. Nancy chronicled her personal experiences on each leg of the race in her diary. The following summary of the Air Race is based on Nancy's diary, now converted to a book titled 'The Ultimate Journey Around Australia' the diary of a Hawdon Crew Member.

James Strong, then Chief Executive of Australian Airlines, was supportive of the Hawdon restoration and its participation in the Air Race. As well as the pilots, engineers and ground crew supporting the aircraft throughout the race, several people joined for individual sectors of the race, including James Strong's sons Sam & Nick, journalists, RAAF crew, former TAA employees and Australian Airlines Executives.

as experienced by a Hawdon Crew Member



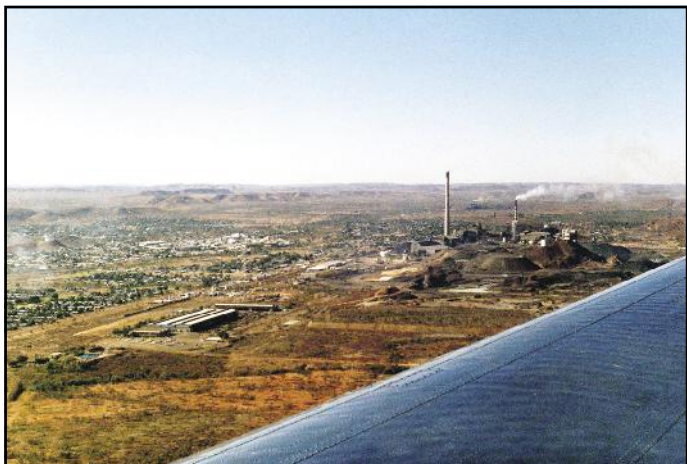
The Hawdon crew.

The Race

The running of an air race of this scale is continually fraught with challenges, despite extensive detailed preparation. Scheduled to start at Narromine NSW on September 18, poor weather required a revised race start at Toowoomba in the afternoon. Hawdon's first leg was further complicated by needing to do a low pass over the Toowoomba airstrip for its official Race start before proceeding to Rockhampton, the end point for day 1. Hawdon was not permitted to land at Toowoomba due to CAA declaring the airfield too narrow for a DC3.

Day 2 was an early start at the Rockhampton airfield with the roll call of competitors and a weather update by the Chief Race Marshall, John Douglas, indicating good flying conditions. The next two days of the race were flown in a westerly direction to Alice Springs, a 1019 nm in total, with landings at Longreach and Mount Isa. Stops enroute were always met with wonderful local hospitality and public interest in all the aircraft, particularly Hawdon, whose highly polished fuselage would sparkle in the early morning light.

At the end of each day, Race competitors would exchange stories



On approach to Mount Isa.

of their adventures, complemented by amazing airborne images of each other's aircraft. Crew would complete aircraft checks and rectify any minor issues before moving to their accommodation. TAA staff and agents at the various stopovers were very supportive of the Hawdon crew, providing meals for the race, often a ground power cart to save battery power and car transport to crew accommodation.

Day 4 of the Race took competitors north from Alice Springs to Darwin, via Tennant Creek and Katherine. Darwin would be the most northerly point in the air race. After the dawn briefing at Alice Springs, members of Hawdon's crew were transported to the aircraft by the airport vehicle in the company of a group of RAAF personnel led by the then Chief of Air Staff Air Marshall Ray Funnell, who was flying a PC9 in the Race.

Hawdon taxied to the start line and was promptly airborne on its way to Darwin.

Co-pilot for the early phase of the Race had been Captain Alan Searle. Departing Alice Springs, Captain Tony Lucas took over the co-pilot role for this sector to Darwin. Once airborne the central Australian countryside took on a parched, red appearance broken by the occasional wrinkles in the topography.

Hawdon was refuelled at Tennant Creek and then parked in a safe area where children and teachers from the local school visited the aeroplane, asking question after question of the ground crew. Their wonderful curiosity was always kept under strict control around and inside the aircraft to avoid any mishaps.

After departing Tennant Creek, the next landing was at RAAF Tindal - Katherine NT for lunch. Hawdon gracefully departed Tindal for the remaining leg to Darwin, however once airborne this leg became challenging due to turbulence from afternoon convection, coupled with dust blown in from the desert. Dust and bushfires created very hazy conditions, making visual navigation more difficult. Darwin's timing checkpoint required aircraft to overfly Batchelor Airstrip, located 30 NM south of Darwin Airport. Some competitors missed this checkpoint, requiring them to turn



RAAF Air Marshall Ray Funnell with his PC-9.



Arrival at Tennant Creek.

back to find Batchelor and have their timing recorded for this sector. This had the potential to create separation issues with aircraft travelling in different directions trying to locate and overfly the Batchelor checkpoint.

Arriving at Darwin Airport, Hawdon was required to park on the military side of the airport which meant crew required clearances to access the aircraft for maintenance on the following day. Refreshments were provided by the local aero club where the day's adventures were exchanged. Race Director, John Douglas, provided an update on provisional placings. Ted Rear, in his Smith Aerostar, led the race at that stage. Competitors were also advised that two aircraft had dropped out due to mechanical issues. Thursday September 22 was allocated as a rest day for all crews, providing time for full checks and any required maintenance.

Aircraft departed Darwin on Friday September 23 heading south-west in persistent haze to commence the Western Australia sector to Perth, the halfway point in the race. Hawdon was now running 27th overall. A West Australian TV crew was on board for the sector to Perth to film interviews as part of their story of the race. The route to Perth required checkpoints at Kununurra, Broome, Port Headland, Carnarvon, and Geraldton. Intermediate landing points attracted large groups of excited spectators, who would line the taxiways waiting to take a closer look at the rarely seen aircraft. Accommodation was often in short supply at the stopovers, so crew members frequently slept under the wings of aircraft or in nearby empty hangers out of the wind's icy blast!

Fog delayed the Broome departure giving the TV crew time to interview pilots and do their external shots of aircraft. Captain Alan Murray took on the role as co-pilot and navigator on this sector of the race.

Geraldton airport put on a 'Family Day' which included a mini air show involving race competitors, Military aircraft including a C-130 and a flypast of a B52 from Guam. The start of the race leg to Perth was delayed until after 1:00 PM due to IFR conditions being reported 90 nm north of Perth. Hawdon was one of thirty planes to eventually reach Jandakot on the Sunday. Fourteen aircraft remained at Geraldton and others required forced landings along the route. Race officials finally declared the Geraldton to Perth a 'no race' leg. Stranded aircraft made an early morning dash to Perth on Monday 26 September to commence the Perth to Kalgoorlie leg of the race.



Flying along the hazy West Australian coastline.

On departing Jandakot, the Race route headed east across the Nullarbor expanse to Adelaide with aircraft required to land at Kalgoorlie, Forrest, Ceduna and overfly the Port Augusta checkpoint. Captain Wiltshire was supported by Captain Keith Barr in the cockpit. The journey across the Nullarbor provided navigation challenges from the dust, flatness, and its intrinsic remoteness. Arrival in the Adelaide area and landing was hampered by strong winds. Thursday September 29 was a rest day for crews enabling a welcome opportunity to rid both aircraft and crew of the layers of pink dust collected on the previous sectors.

Aircraft departed Parafield on Friday September 30, flagged off by the Mayor of Adelaide with the Bicentennial flag. The route then took the air race participants via Hamilton to Melbourne and then the final leg to Canberra. Captain Alan Searle had now rejoined Captain Dave in the cockpit of Hawdon. Hawdon's last leg, Melbourne to Canberra, was for selected VIPs and essential crew; former Air Race crew members flew on commercial flights to be at the finish line and join in the Race Banquet. Unfortunately, Air Race officials again needed to declare this a 'no race' leg due to poor weather in the Albury-Holbrook area requiring track diversions.

Final race positions were:

First – Ted Rear and Barry Thomson, flying a Ted Smith Aerostar.
Second – Royal Australian Air Force's School of Navigation HS748. Third – Ross Smith in a Cessna 185. Hawdon finished 17th overall.



Hawdon at Broome Airport.

How to Make a Bequest

ON a somewhat morbid note, HARS Management is often asked by some members and supporters for wording to include a Bequest in their Will.

Our Legal Department have prepared some suggested wording below, should you or anyone you know like to support HARS in this gracious way.

HARS Committee of Management.

Suggested wording for Bequest

Historical Aircraft Restoration Society Inc. ABN 13 294 026 244

Leaving a Fixed Sum – General Purposes

I give and Bequeath (free of all duties) the sum of \$.....

to the Historical Aircraft Restoration Society Inc. ABN 13 294 026 244 of 54 Airport Road, Albion Park Rail NSW 2527 in aid of that organisation and for its general purposes, with the written acknowledgement of the Historical Aircraft Restoration Society Inc. ABN 13 294 026 244 to be accepted by my executors as a full and complete discharge.

Leaving a Fixed Sum – Specific Purpose

I give and Bequeath (free of all duties) the sum of \$

to the Historical Aircraft Restoration Society Inc. ABN 13 294 026 244 of 54 Airport Road, Albion Park Rail NSW 2527 in aid of that organisation and for the specific purpose of with the written acknowledgement of the Historical Aircraft Restoration Society Inc. ABN 13 294 026 244 to be accepted by my executors as a full and complete discharge.

Leaving a Proportion – General Purpose

I give and Bequeath (free of all duties)% of my estate

to the Historical Aircraft Restoration Society Inc. ABN 13 294 026 244 of 54 Airport Road, Albion Park Rail NSW 2527 in aid of that organisation and for its general purposes, with the written acknowledgement of the Historical Aircraft Restoration Society Inc. ABN 13 294 026 244 to be accepted by my executors as a full and complete discharge.

Leaving a Proportion – Specific Purpose

I give and Bequeath (free of all duties)% of my estate

to the Historical Aircraft Restoration Society Inc. ABN 13 294 026 244 of 54 Airport Road, Albion Park Rail NSW 2527 in aid of that organisation and for the specific purpose of with the written acknowledgement of the Historical Aircraft Restoration Society Inc. ABN 13 294 026 244 to be accepted by my executors as a full and complete discharge.

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Now, after 17 years of being opened, Oak Flats and Shellharbour Community Bank® branches have given more than \$2.5 million in support to local community groups, organisations and charities, and continue to support their local communities. We are proud to support HARS and what they do for the local community.



"We support HARS because of the history they're preserving and believe it is a fantastic local attraction right on our doorstep!"
- Geoff Egan (Chairman)



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- HARS Volunteer



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