



# NEWSLETTER

## Sydney Branch: July 2010

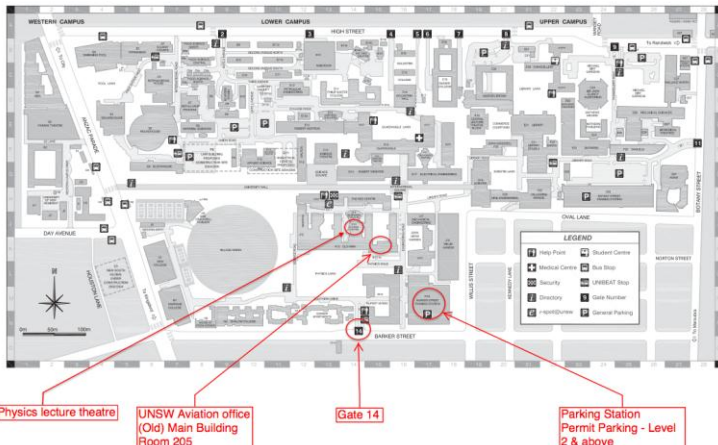
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Email: [sydneybranch@raes.org.au](mailto:sydneybranch@raes.org.au)[www.raes.org.au](http://www.raes.org.au)Date: **Wednesday 28<sup>th</sup> July 2010**Time: **18.00 for 18:30 hrs**Speaker: **Sergeant, Paul Lasica**  
**Aviation Support Branch****New South Wales Police Force**Topic: **"Day to Day Operations"**Venue: **Physics Lecture Theatre**  
**University NSW, Kensington**

**Profile:** Sergeant Paul Lasica commenced duty in the New South Wales Police Force in 1990 and joined the Aviation Support Branch in 1998. He currently holds the position of Team Leader – Branch Training Manager, Aircrew.

**Synopsis:** Paul will focus on the ASB's general operations including investigations of aviation fatalities, quality and performance of the aircraft fleet, and careers within the ASB. Still to be confirmed, Paul maybe accompanied by one of their very experienced pilots, Special Constable Daniel Tyler.

**Parking:** Limited parking is available in surrounding streets with paid parking within the University of NSW car park



tower, entry from Barker Street. Please observe parking restrictions and allow time to drive to the University of NSW, park and walk to the venue. (**Refer map**)

**Dinner:** Unfortunately Paul will not be able to join us for dinner as he is rostered for duty this evening. However the dinner will still proceed and members and visitors are invited to attend the dinner to be held at Mamma Teresa's Italian Restaurant, 412 Anzac Parade, Kingsford. (approx \$30 pp including soft drink wine.)

**RSVP:** Attendance registration for the Presentation & Dinner afterwards is essential. Please register by clicking on this link: <http://www.raes.org.au/july-lecture/paul-lasica> or email by lunchtime Wed 28<sup>th</sup> July to: [sydneybranch@raes.org.au](mailto:sydneybranch@raes.org.au)

**The Southern Cloud – Tumbarumba Book Launch**  
**Saturday 2<sup>nd</sup> July, 2010**

'Southern Cloud' may have been lost for twenty seven years but the story of that first air transport disaster is far from forgotten in the Snowy Mountains town of Tumbarumba. The 'Cloud,' its six passengers and two

crew disappeared in wild weather on 21 March 1931 and was not found until October 1958 when Tom Sonter stumbled upon the long hidden wreckage. The greatest mystery in the history of Australian aviation had been solved.

The launch of Macarthur Job's new book *Into Oblivion the Southern Cloud enigma* was the most recent reason to bring together what has grown into a 'Southern Cloud family' - historians, aviation enthusiasts, the descendants of those lost on the plane and the Snowy workers who discovered and helped to excavate the wreck. On 3 June, Tom Sonter and some of his mates joined descendants of the Shorridge, Farrall, Glasgow, Dunell, and O'Reilly families in Tumbarumba to celebrate yet another milestone in the unravelling of the mystery. In his most recent book, Mac, as he would have you know him, casts his sharp and experienced air safety investigator's eye over the events leading to the establishment and demise of the first ANA and evaluates the original crash investigation to pose the question: Were there any survivors?

Roger Meyer of the Civil Aviation Museum, Essendon, brought with him one key artefact in the riddle, the remains of the camera, found some distance from the crash site. Discussion continued through the evening meal and resumed again on Sunday around the Tumbarumba Historical Society Museum's impressive Southern Cloud collection. Analysis enlivened and informed by the recollections of several who were there in '58. Alan Reid was one who with his journalist father, witnessed that first excavation. He described an investigation far less rigorous than expected of modern standards and privately described his reasons for doubting that anyone could have survived.

Tom Sonter, in launching the book, again proved a gifted storyteller. The pictures he creates in almost wistful tone take his audience with him on his journey to the Toolong Range where all relive the events, seeing the world through his eyes, feeling his emotions as he came to realise just what he had uncovered.

The 'family' has an unstoppable momentum. Tumbarumba has become a focal point for Southern Cloud commemoration and all involved are determined to gather again in Tumbarumba on 21 March 2011, the eightieth anniversary of the crash.

For more information on *Into Oblivion* contact Macarthur Job or Nick Anchen at Sierra Publishing ([www.sierraaustralia.com](http://www.sierraaustralia.com)) and the Tumbarumba Historical Society can be contacted through president, Ron Frew, at [thefrews@dragnet.com.au](mailto:thefrews@dragnet.com.au)

**50<sup>th</sup> Anniversary, 1<sup>st</sup> Commercial Flight Qantas Boeing 707 EBA 29<sup>th</sup> July, 1959. Presentation given by Capt Bill Cape FRAeS MAP July 29, 2009**  
**QANTAS SLIP PORTS B707 ERA (continued)**

**Johannesburg:** Can't remember the name of the hotel but it was in the middle of the city. It was not a good idea to walk around at night. Not a very pleasant place in those days with apartheid very much a fact of life.

Your Committee 2010:

David Adkins (Chairman), Peter Marosszeky (Secretary), Jeff Lock (Hon Treasurer)  
Ross Barkla, Fred Burke, John Burleigh, Andrew Drysdale, Bradley Hayward, Prof Don Kelly, Peter Lyons, Adam Purcell, Shaun Trimby, Jagoda Worotynska

Web co-ordinator: David Adkins

Editor: Jeff Lock ([jeff.lock@bigpond.com](mailto:jeff.lock@bigpond.com))Get your Branch Newsletter faster and in colour by Email! Visit [www.raes.org.au](http://www.raes.org.au) complete 'Newsletter Sign-up'

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**Honolulu: The Princess Kiulani.** Right in the middle of Waikiki and all the action. A favourite restaurant was in the International Market Place nearby called The Cock's Roost which served very succulent prime rib with an "all you can eat" salad bar which was a novelty for us. It was the first time I tasted avocado. The top entertainer at the time was Don Ho. He performed his Don Ho Show at the Cock's Roost. There was a bank opposite into which Captain Hughie Hemsworth deposited his left over allowances. In between his trips there, with typical Yank speed and know-how the bank building was demolished and only a completely bare block of land was left. The outburst from Hughie could be heard for miles when he got back and found the bank with his money had gone!

Later, and in to the B747 era we stayed at **The Iliki Hotel**. This was further out of town but very good. The Sunday afternoon jazz concert in the hotel next door was a great favourite with the crews. One incident I remember in the B747 era was Captain Dave Nonomaker (Canadian) having a little too much post flight de-briefing and having to go for a toilet visit after being in bed for a while. He managed to walk out of his room door stark naked in to the corridor and the door closed behind him. Somehow he got in to the lift and made it down to the car park where he found some newspapers out of which he fashioned a skirt to protect his modesty and then went up to the front desk to get another key to get back in to his room. This happened a few times to tired and disoriented crew. It doesn't just happen to Rugby League players. – See New York later.

**San Francisco: The Drake Wilshire.** Situated in a very handy part of town opposite Union Square which was not a good place to walk across at night. One of our pilots was knifed in the separate entrance to the hotel bar. It was rather apt as his name was John Carver! The doorman was called Sam. He was very good to the crews in seeing them to bed after they had a big night out. Sam could organize anything. One night the boys had a poker game going in one of the rooms with a bottle of scotch when they ran out of ice. They rang down to Sam for a bucket of ice. About 20 mins later there was a knock at the door. There appeared at the door a gorgeous blonde with the high heels and the short skirt, - "Hi guys, I'm the bucket of ice!"

**New York: The Lexington.** Situated on Lexington Ave. in the middle of town. A rather grand foyer but the rooms were a bit pokey. B.O.A.C stayed there also. The porters were a bit aggressive in demanding a tip of 25c per bag even if you carried it yourself! Graham Crowther put up a blue about this which resulted in Qantas increasing the allowance to cover it.

McCanns bar was the watering hole down the road. In winter it was a challenge to get to and from without getting your ears frozen off with the wind chill. Chief Flight Steward Alan Rowe had a similar problem as Dave Nonomaker in locking himself out of his room. He saw the lift door was open at his floor and he knew there was a phone in there so he rushed in. There-upon, the lift door closed and down it went to present Alan to the foyer in his jocks. He then hit the emergency stop button which caused the ancient cogs in the roof to grind to a halt and stop the lift between floors. They got him out 2 hours later but he was still desperate for a pee!

**Tahiti: Maeva Hotel.** Very pleasant, by a lagoon. A lovely swimming pool. I spotted Roger Moore (The Saint and James Bond) there with a couple of gorgeous birds one day. The Polonesian next door was a favourite eating

place that had a couple of huge moray eels swimming about in a pool which the restaurant overlooked. They were named by the Qantas crews as Otten and Hinchcliff after two very unpopular characters in Aircrew Personnel Department.

**Mexico City:** I was based in Mexico City and had outside accommodation. The crews stayed at a hotel in Garibaldi Square which seemed to be popular.

**Bermuda: The Castle Harbour.** Now this was real luxury! Wealthy Americans on vacation just dying to buy these cute Aussies with the funny accent a drink. It had its own golf course on which we could play. The Qantas recreation club had golf clubs and snorkelling equipment positioned there. I had a motor bike that I kept in the machinery room for the inclinometer that transported the overweight Americans up to the first tee. It is probably still rusting away in there. Flight Steward Algie Campbell was a colourful entertainer of the blue haired, middle aged ladies at the bar. He bought them all drinks but they didn't know he was charging them all to their room numbers! We went to see Rolf Harris at a show there. He came back to the hotel with us on the pillion of my motor bike clutching his didgeridoo. He doesn't drink but we had a great night with him teaching me the circular breathing technique required to play the didgeridoo.

We stayed at another hotel before the Castle Harbour but I can't remember the name. We got in to trouble for riding motor bikes along the corridors in the middle of the night. John MacMaster, after consuming a vast number of rum "Swizzles" at the hotel complimentary pre-dinner drinks party and having a big blue with his captain, Tom McLaurie came off his motor bike, broke his nose and skinned his face on a coral wall lining the road when he went off "in a huff". He had to be hidden from the passengers on the flight back to London lest his appearance should offend.

#### **Diary 2010**

**19-25 July:** Farnborough Intl Airshow  
[www.farnborough.com](http://www.farnborough.com)

**24 August:** Prof René Amalberti, Human Factors in aviation, UNSW Aviation, 1600-17:30 hrs, Old Main Bldg, G31. RSVP to: amy.chung@unsw.edu.au

**24-27 August:** AUVSI's Unmanned Systems Nth America 2010 Denver, Colorado, USA - Conference & Exhibition.  
[www.auvsi.org](http://www.auvsi.org)

**25 August:** Capt Ron Houghton, The Halifax.

**18 19 September:** RAAF Base Williamstown – The region's biggest and most exciting air and ground displays.  
[www.raaf.gov.au/AirShows/](http://www.raaf.gov.au/AirShows/)

**29 September:** John Finlay, Head of Engineering, BAE Systems Aust

**6 October:** Sir Charles Kingsford Smith Lecture and Annual Branch Dinner. Mr Brett Godfrey, Outgoing CEO, Virgin Blue Airlines.

**24 November:** Tom Sonter, Remembering the Southern Cloud.

**8 December:** AGM and Eminent Speaker Mr John Hart-Smith, Boeing – joint meeting with Engineer's Australia.

**1-6 March, 2011:** Avalon2011 - Australian International Airshow and Aerospace and Defence Exposition, Geelong, Victoria [www.airshow.com.au](http://www.airshow.com.au)

#### **Aerospace Websites**

[www.57rescuecanada.com](http://www.57rescuecanada.com): Follow Capt. Karl Kjarsgaard's adventures to recover Halifax bomber LW170 which is resting beneath 5000ft of water off the Irish coast.

[www.adastron.com/707/updates/updates.htm](http://www.adastron.com/707/updates/updates.htm): The diary for Boeing 707- 138B XBA formally Qantas EBA.

[www.atsb.gov.au](http://www.atsb.gov.au)

[www.boxkite2014.org](http://www.boxkite2014.org): The Boxkite project.

[www.powerhousemuseum.com/whatson](http://www.powerhousemuseum.com/whatson)

[www.singapore.com.sg](http://www.singapore.com.sg)

[www.widebayairshow.com.au](http://www.widebayairshow.com.au)

**RAeS Ties, Coffee Mugs, and Lapel Pins:** Variety of RAeS Ties \$20 each, Sydney Branch coffee mugs and lapel pins available at Branch meetings for \$10 each.