

**THE  
AUSTRALIAN  
SOCIETY of  
WORLD WAR I  
AERO  
HISTORIANS**



**NEWSLETTER**  
AUGUST 2010

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\*The R.E.8 shown above is the third of four watercolours produced for our Newsletter Mastheads by 'resident' Society Aviation Artist, Derek WHITE. Derek has provided a representative machine from each of the four Australian Flying Corps Squadrons deployed during WWI - No.1 Sqn AFC in 'The Middle East', & Nos. 2, 3 & 4 Sqns AFC on 'The Western Front'. This N'letter features an R.E.8 ('Harry Tate') from No. 3 AFC, flown by Lt. J.L. Sandy with Sgt. H.F. Hughes Observer on 17 Dec. 1917 when both airmen were KIA - shot with a single AP bullet..

**AUSTRALIAN AVIATION MUSEUM  
MOVE TO CAMDEN CANNED!**

*Less than a month after our Meeting at Bankstown the Australian Aviation Museum was shocked to hear that the development company BAC Devco had been placed in receivership, effectively putting the Museum's transfer to Camden on indefinite hold.*

The Museum's planned relocation and subsequent redevelopment at Camden was to be funded by the sale of the Bankstown Museum property as part of a larger commercial development on the SW corner of the airport. No sale, no funds for the relocation, no realization of the 3 year plan to develop a state-of-the-art Aviation Museum as part of a larger tourist development at Camden.

Fortunately, the Museum still has several years of a lease with Bankstown Airport Limited left to run, so in the short term, they will have to make the best of it on their present site, surrounded by on every side by earthworks.

Naturally our Society hopes for an early resolution to this unfortunate delay so that we too can find a new permanent home that is suitable for an appropriate display of our own aviation material.



**- REMINDERS -**

The 2010 Eric Watson Commemorative Address will be presented by **Juanita Franzi** of Aero Illustrations at the November AGM on Saturday 20th November next. Juanita will talk about her graphic artwork with particular focus on her WWI aviation drawings.

**Michael Molkentin**, historian and author of the recently published "Fire in the Sky - The AFC in the First World War" will also present a paper at the AGM. Michael's paper will be on the archival records now available to researchers in Britain and Australia on Australian air operations during the Great War.

## MEMBERSHIP

**More Great News** - we have no less than **6** new members joining the Society since our last Newsletter in May, and naturally we extend a very hearty welcome to the following newcomers:-

**Dennis Brennan** (USA): **Martin Richards** (Qld.):  
**Stephen Brooks** (NSW): **Kenneth Tobin** (NSW): **Milton Lalas** (NSW): **Maxine McArthur** (ACT).

All **6** have joined up as new members for 2010. directly through our Society web-site:-

<http://www.ww1aero.org.au/>

**Congratulations** - we trust you will find much future enjoyment in sharing, with the Society's existing membership, mutual interests and fascination with World War One aviation matters.

Please note that full details, of these new members who have joined the Society *after* publication of the annual Membership Directory in May, can be found in the Members' Area on our web-site.

It is pleasing to note that **21** new members have now joined the ASWWIAH since our AGM last November.

## MAY MEETING

The May GM was held at the **Australian Aviation Museum at Bankstown Airport** on Saturday 15th May at 1350hrs. Despite the relative isolation of the Airport, there was a good roll-up of 24 members.

Society Members received a warm welcome from Barry Thompson, President of the Australian Aviation Museum (AAM). Barry provided us with a brief history of the Museum and informed us the AAM now housed "*the largest aviation technical library in the Southern Hemisphere*". Naturally, Barry and the many "Founding Friends" and Museum Volunteers were looking forward to the forthcoming transfer and relocation of the Museum to Camden\*.

Following Barry's welcome, ordinary Society-business was dispatched in short order so that members could have ample time to view the many aviation exhibits out in the hangar. (*You can see a picture on the Backpage of some members out in the Museum after the Meeting.*)

The first impression of the Museum's static display of aircraft and the huge number of items of general aviation interest, was a shortage of space! the place is '**chockers**', but Barry assured us that there will be ample space at the new Camden site and all the exhibits will benefit from the forthcoming relocation\*.

*\* Details of a subsequent unfortunate 'hold-up' in the planned move of the Museum to Camden can be seen on the front page of this Newsletter.*

The 'hold-up' has put paid to our Society's planned relocation of some of our large display items (presently at the RAN Fleet Air Museum, Nowra) to Camden where display space had been approved in principle.

I guess the status quo will be maintained, at least in the short term, but we are still hopeful that the AAM will be able to make the move to Camden in the not-to-distant future and that we can have some space for a 1st class presentation of the ASWWIAH to Museum visitors and the general public.

The ordinary Society business included advise that the relocation of Society assets, presently held by **John GOBLE** and **Keith KEOHANE**, to temporary storage or to V.President **Steve DREW's** would take place before the August Meeting. Following the move Steve will undertake an assessment of the material with a view to reducing our paper holdings by culling duplicates etc.

The regular GM Raffle was restricted to a single draw because of the Museum visit. The Winner was:-

**Stephen McMAHON** who won the book:-  
*"The Illustrated Encyclopaedia of World Aircraft - Military & Civil aircraft from the Beginnings to the Present Day"*.

Webmaster, Andrew Smith reported our Society web site is receiving more than 10 visitors each day and there have been more than 4,000 visits since the site was revised.

A Members' Notice Board has been added to the site and the Barry Videon (BJV) database of Australians who served in the air services during WWI is progressing well.

The Society's Photographic Collection(s) have been digitised, watermarked and are now available for viewing and our audio collections should be available on the site as you read this Newsletter.

*Members are advised that the August meeting will be back at our normal venue - Victoria Barracks - on Saturday 21st August commencing at 1330hrs.*

*This meeting will be a "Bring, Buy, Swap & Barter" Meeting. Members are encouraged to bring along any items related to WWI aviation and associated material that are surplus to their requirements. The more material brought to the meeting, the better the trades! You all know the "Trash or Treasure" story, so pack your bag and bring along your treasures to share....*

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## PLASTIC KIT NEWS

from Peter Williams...

"A couple of new items this time round:

**Roden** have released the latest incarnation of their excellent  $1/_{48}$  scale *Airco* (or AMC) *DH4* kit in the form of the Puma engined version, with a very colourful example on the box lid and they are also advertising the release of the first of their  $1/_{48}$  scale *DH9* kits, coming soon!

**Eduard** have released their latest in the form of a  $1/_{48}$  scale *Albatros D.III* (OEF) in other words the Austro-Hungarian version of *Albatros'* finest. The kit comes with a choice of five decorations, one of which is a modification only to represent a Czechoslovakian example.

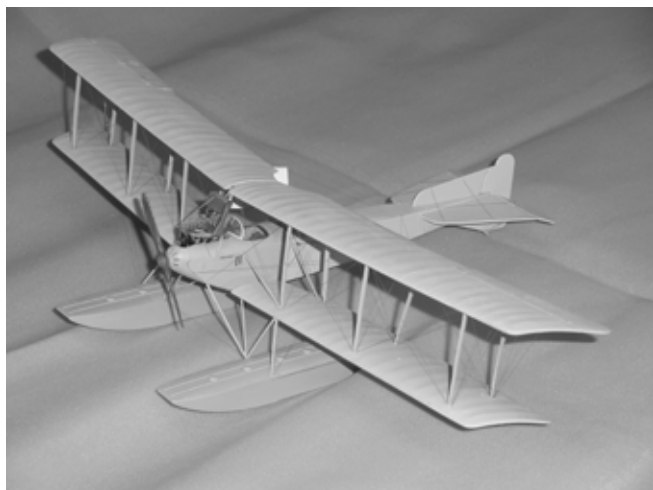
In  $1/_{72}$  scale **MAC Distribution** have released two kits of the *Phönix D.III*, one in Swedish service complete with ski undercarriage and the other in KuK Kriegsmarine finish. Both interesting schemes.

And finally in  $1/_{32}$  scale, **A Model** continue their push for a share of the market with two versions of the *Nieuport 11 "Bebe"*, one with Italian and the other with Russian markings.

On a personal level I have completed the  $1/_{48}$  scale **Techmod** kit of the *Friedrichshafen FF33E* as "*Wölfchen*" flown off the German raider "*Wolf*". It was a tricky build, not for the faint-hearted, I had to fill and re-drill the interplane strut holes in the wings as they were far too big for the ends of the struts, but I managed to assemble her without a jig, unless you count a few glass jars and cans as a jig! All in all an impressive model that in the hands of a better modeller than me should be a real show stopper.

That's all for now, happy modelling!"

- Peter's *Friedrichshafen FF33E "Wölfchen"* -



*A tricky build, but well worth the effort...*

## ASWWIAH QUIZ

I received just *TWO* answers to Quiz No.13, both from our "quiz stalwarts" Chas SCHAEDEL from South Australia and Graham PHILLIPS from Victoria. The good news is, that both Chas and Graham supplied complete correct answers.

The Question, from our Quizmeister, Derek WHITE was:-

**Q.** "In the AFC the following notices were exhibited on the sides of aeroplane fuselages:-

- 1.) **DO NOT FLY WITH LESS THAN .... LBS IN GUNNER'S COMPARTMENT.**
- 2.) **THIS MACHINE MUST NOT BE FLOWN WITHOUT A PASSENGER OR EQUIVALENT WEIGHT IN GUNNER'S COCKPIT.**

State the number of lbs. in 1.) and the types of aeroplanes and Squadrons in both 1.) and 2.)"

**A.** (to 1.) - "DO NOT FLY WITH LESS THAN 150 LBS. IN GUNNER'S COMPARTMENT" appeared on RE8s of No. 3 AFC (and on at least one RE8 of that Sqn., was added the advice; "TRIM FOR CLIMBING WHEN GETTING OFF GROUND BY TURNING WHEEL HALF WAY").

**A.** (to 2.) - "THIS MACHINE MUST NOT BE FLOWN WITHOUT A PASSENGER OR EQUIVALENT WEIGHT IN GUNNER'S COCKPIT" was shown on Bristol F2Bs of No. 1 AFC.

So, there you have it - 150 lbs or, equivalent crew weight, was required to ensure correct trim. I have seen a number of references, in the literature, to sand-bags carried in the F2Bs which were readily filled or emptied whenever required. - Ed

### - ASWWIAH QUIZ No. 14. -

Now for Quiz No. 14, again from our resident Quizmeister Derek WHITE.

"Two outstanding WWI Aces of their country subsequently made separate but unsuccessful attempts to fly the Atlantic in the 1920s.

- (i). Name the aviators,
- (ii). What aircraft were used for the flights,
- (iii). Why were both attempts unsuccessful."

Again, another multiple answer question, but I can tell you there are a number of "one-stop-references" where you can source your answers (digital resources as well as traditional reference books). So go to it guys, "seek and ye shall find", as the good book says...

Two clues that might be of some assistance in getting you up and searching for the answers. One of the aviators attempted an West to East crossing, whilst the other flew from East to West. One flew a multi-engined machine, whilst the other selected a single engined aircraft for his attempt.

That should make your quest so much easier, so I'm looking forward to lots of answers soon! Ω

## PETER CHAPMAN'S REVIEWS

**Fokker C.I** by Colin Owers, *Windsock Datafile No.140*, Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 36 pages plus covers, illustrated, available from the publisher, £10.90 excluding postage and packaging.

The second in the 2010 *Datafile* series is one of Anthony Fokker's late war designs, the Fokker C.I two-seater, which was primarily a lengthened version of the highly successful Fokker D.VII single-seat scout, or fighter. Failing to win acceptance in German military circles, it was to serve post war in a number of air forces, including the Dutch and Danish. Even the U.S. acquired some C.I aircraft for evaluation but after protracted testing and negotiation, failed to take up any meaningful orders of these aircraft from Fokker.

Author Colin Owers has done well to produce a short but informative account of this aircraft and its subsequent design and later modifications in both airframe and engine. As the C.I and later C.I 'Lynx' and C.II were not to see service during the Great War, there can hardly have been many references on this aircraft today, yet this reviewer found the overall story, as laid out, quite revealing.

Once again, by far the best features in this *Datafile* are the photographs and line drawings. There are 99 photographs, showing just about every Fokker C.I type built, from those with original German Mercedes engines to the later Lynx engine versions and everything between. To compliment the latter, there are five pages of  $\frac{1}{48}$  and  $\frac{1}{72}$  scale drawings by Martin Digmayer, giving fine details on both the Fokker C.I and C.I 'Lynx', powered by the Hawker Siddley Lynx engine. As added bonus there are original drawings of the Fokker C.I fuselage after stress tests conducted in the mid 1930s, as well as factory three-views of the original Fokker C.I and another frame illustration. To conclude, there are two pages of photographs, of the original specifications relating to the BMW, Mercedes and Hispano-Suiza powered versions of this aircraft.

Colour artwork, although restricted in this case to just the outside covers, is superb. The front cover and rear colour profiles are all provided by Jerry Boucher, a striking side view of a Dutch C.I in flight over a river-filled landscape, and three colourful side-profiles showing aircraft in lozenge as well as plain green livery, together with Dutch markings.

Although not strictly of World War One vintage, as its development came too late for that conflict, this aircraft deserves a second look and *Albatros Productions* and Colin Owers are to be congratulated on producing the best look, so far, at this little known Fokker two-seater. **Highly recommended.**

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**AMC DH9A 'Ninak'- Volume Two** by John Alcorn, *Windsock Datafile No.141*, Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 36 pages plus covers, illustrated, available from the publisher, £10.90 excluding postage and packaging.

Having nicely covered the design and wartime use of the Airco DH9A 'Ninak' in **Volume One**, author John Alcorn continues his 'Volume Two' in very much the same vein. This second volume covers the post-war use of the 'Ninak' in the far flung corners of the British Empire, where it was to become the main RAF policing aircraft through much of the inter-war years.

The History in this latest *Datafile* is filled with anecdotes from squadrons based in the Middle East as well as India and Afghanistan, the interesting narrative giving the reader some idea of the trials and difficulties faced when operating in such hostile environments and against hostile tribesmen.

As with Volume One, this latest *Datafile* literally brims with artwork, illustrations, drawings and photographs. There are a further 110 of the latter, 45 of these in colour and showing more fine detail of the surviving original housed at the RAF Museum in Hendon, as well as a Liberty 12 engine also held at that institution. The remaining 65 photographs were all taken during this turbulent period of the RAF's history, and many show aircraft in flight, and outfitted with all of the extra spares required when operating so far from home aerodromes and over deserts and mountains.

Doug Carrick has again provided the four pages of  $\frac{1}{48}$  scale drawings of this fine bomber, whilst this particular issue also includes contemporary maps of Iraq and India, as well as original drawings of the aircraft's undercarriage systems and German drawings of the engine section of F997 of 110 Squadron, lost over Germany during a raid on Mannheim, on 16 September 1918. As a conclusion, there are appendices that include original drawings of the flying controls within the fuselage, wood cowling and instrument board, external bracing and rigging, control fittings in the fuselage, petrol system, and petrol and oil system detailed parts.

Jerry Boucher provides the front cover painting, another fine study of a colourful aircraft flown by Group Captain Arthur Longmore in Iraq between the wars. All other colour artwork is by Ronny Barr, and includes nine side profiles of a range of colourful aircraft, notes for which are thoughtfully provided within the *Datafile* itself.

Words alone cannot express just how good a coverage this is of the Airco DH9A 'Ninak', and together with **Volume One**, there is enough contained in these two *Datafiles* to keep the most demanding modeller or aircraft enthusiast busy for some time to come. See it for yourself. **Very highly recommended.**

## PETER CHAPMAN'S REVIEWS

**Windsock Worldwide Vol.26 No.2, March / April 2010, Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 32 pages plus soft covers, illustrated, available from the publisher, £6.90 excluding postage and packaging.**

The second issue of *Windsock Worldwide* for 2010 is another mixed bag, with much to impress and inspire. Starting with Reader's Gallery on the inside front cover, in which a rather magnificent  $1/48$  scale A.E.G. C.IV is incorrectly labeled as a 'G.IV' (!), there are the usual tips from Lance Krieg's *WW1 Modelling Master Class*, his subject this time being *Cockpits*. The latter is five pages in length and filled with handy hints and many colour photographs and some illustrations. Believe it or not, this comprehensive coverage is not finished, and is to be concluded in a latter issue.

Continuing the modeling trend, Norman Whitcombe discusses two of his models, an Albatros (Oef.) D.III and Hanriot HD.1 in Italian Front markings, in *On The Retro Trail*, whilst a new issue Pfalz D.III in  $1/72$  scale, complete with markings for the 'Blue Max' Pfalz, now resident in New Zealand, is sufficient motivation to include a two page spread containing some background history of this aircraft and some excellent colour photographs too! For the German two-seater enthusiasts there are two pages of colour images of surviving Halberstadt CL.IV aircraft in the USA, nicely rounded off by Ronny Barr's three colourful profiles of this aircraft type. For those readers interested in building dioramas, Henning Opperman provides a short but interesting account on his own diorama, complete with colour images and inspired by the Christmas Day 1914 raid carried out on Cuxhaven by the RNAS. Modelling being the main theme of this particular issue, it would be remiss to ignore flying scale, and so Albatros have thoughtfully included a fascinating account of Jason Petroelje's flying scale Macchi M.5 seaplane, which is truly the *best* in this issue.

*Rara Avis* covers the rather large and imposing Gotha WD.14 floatplane, a less than successful German torpedo bomber which was operated mainly in the Baltic. This article contains not only  $1/72$  scale drawings by the late Ian Stair, but four photographs of this unusual floatplane. Another German bomber also gets a revisit, with two further pages of photographs showing the Albatros G.II and G.III aircraft, to complement the earlier *Rara Avis* article on these aircraft.

If everything before was not enough for you, then there is even more, including a brief account (with photos) of a French Caudron G.IV model built during the war itself, out of brass, as well as ten pages of new kits, accessories and products that are now available.

This is an excellent issue once more from Albatros Productions, who just never seem to cease surprising this reviewer with their sheer knowledge on all matters pertaining to World War One aviation modeling. **Very highly recommended.**

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**Windsock Worldwide Vol.26 No.3, May / June 2010, Albatros Productions Ltd, 10 Long View, Chiltern Park Estate, Berkhamsted, Herts, HP4 1BY, 32 pages plus soft covers, illustrated, available from the publisher, £6.90 excluding postage and packaging.**

After emphasizing a modelling theme in their previous issue of *Windsock Worldwide*, Albatros Productions have taken a more balanced approach with their third issue of 2010, although that is not to say that us modelers have been neglected – far from it!

As promised in a previous review, Lance Krieg's *WW1 Modelling Master Class* tackles Part 2 of *Cockpits*, six more pages of excellent advice a profusion of colour images allowing even the clumsiest of us to tackle some fine scratch building in this area. There is also a detailed build article on Eduard's new  $1/48$  scale MÄG D.VII, complete with colour images and some photographs of original aircraft. Peter Plattner describes and illustrates his build of the Special Hobby Lloyd C.V kit in  $1/48$  scale, which included scratch building both wings and engine, and Readers' Gallery shows another build of this kit by Kevin McAvoy, as well as a rather striking  $1/72$  scale vacform of the Gotha UWD floatplane bomber, by François Portier.

The latter aircraft is the main feature in the *Rara Avis* section. Besides Ian Stair's two pages of  $1/72$  scale drawings, the article features three photographs of this rare German seaplane bomber, only one of which was ever built. Also for the aircraft enthusiast, Graham and Julius Bird have sent in six colour photographs and a short write up on the 2010 Anzac Day World War One Flying Display held at Hood Aerodrome in Masterton, New Zealand, an event your reviewer was sadly unable to attend as I was in Christchurch that day! In this short article is at least one photograph of The Vintage Aviator Ltd's latest BE2c, in the markings of 1914 RFC aircraft, serial 347. To complement the issue of Eduard's new Albatros  $1/48$  scale issue of the Albatros D.III Oeffag 253 series model, Albatros have included four colour pages of photographs showing Koloman Mayrhofer's full size replica in the finest detail.

Kitbag once again rounds out this issue, and includes nine pages of information on new kits, which include four new offerings in  $1/72$  scale from Encore Models and an exciting range of wires, beams, rods and struts currently available from Lion Roar of China and Albion Alloys of the UK.

*this review continues overleaf...*

## PETER CHAPMAN'S REVIEWS (CONTD.)

continued from previous page...

From the front cover, on which Peter Plettner's Lloyd C.V rightly has pride of place, this latest issue of *Windsock Worldwide* is another fascinating read and valuable resource for the World War One modeller. **Highly recommended** by this reviewer.

For details on these and other publications from *Albatros Productions*, please visit their website at:-

**[www.windsockdatafilespecials.co.uk](http://www.windsockdatafilespecials.co.uk)**

Peter Chapman – *Journal Editor, Australian Society of World War One Aero Historians.*

## THE ARMCHAIR AIRFIGHTER REVIEW

from Bill Renfrew...



### Cross & Cockade Vol.41/2 Summer 2010

The front cover of this issue carries a painting of Handley Page 0/400 night bombers entitled "Last Raid on Namur". Inside and outside the rear cover has colour four-views of two Sablatnig floatplanes.

- **FIRST INTO COMBAT – THE US NAVY AT VERA CRUZ**  
considers the first use of aircraft by US Navy at Vera Cruz in Mexico in April to June 1914. Several Curtiss aircraft were used in this extension of "Gunboat Diplomacy" in response to political instability in Mexico.

- **AN ODYSSEY TO THE EAST**  
examines the deployment of 58 Squadron and its Handley Page 0/400 aircraft to Egypt in 1919. Photographs and maps illustrate this account of the two-month journey.

- **THE CHINGFORD "SHAKEDOWN"**

uses the diary of FSL John Harvey Keens, yet another Canadian from Toronto, to describe the life of 3 Wing RNAS during 1916. This article has many photographs of the machines used by the wing during this period. The diary ends abruptly when it was confiscated by his commanding officer in November.

- **WIRELESS INTERRUPTION**

is a short article written by Captain Maurice Newnham DFC, *Croix de Guerre* in 1919. Newnham was a Camel pilot with 65 Squadron and describes an interception patrol.

- **TESTING 226**

is a report into the testing of the BE2a 226 during April 1914. This aircraft was powered by a 70hp Renault engine and the article details the inspection of the airframe after 100 hours of flying.

- **ATLAS DEUTCHER UND AUSLANDER SEEFLUGZEUGE**

is a new series and this first episode examines the products of Sablatnig Flugzeugbau GmbH. Photographs and drawings illustrate this interesting article.

- **FABRIC and BOOKSHELF** complete this issue and we also have the second part of the pullout **GAZETTEER OF FLYING SITES IN THE UK & IRELAND** covering A to Be. The minutes of the Annual General Meeting of Cross & Cockade International are also included. **Ω**

## THE VOISIN FLYS!

from Gary SUNDERLAND...

"Members will recall that this model VOISIN\* was built to fly 100 years after Harry Houdini took to the air at Digger's Rest in Victoria. Unfortunately, the airstrip at Melton on 20th March 2010 proved to be a bit rough for the model, which failed to accelerate to flying speed and perform in front of the vast crowd of spectators and the press.

Although the model has flown often at our local Bacchus Marsh strip, this was very early in the morning to take advantage of the calm weather, and consequently no photographers were available to record the model in flight.

Finally, on Saturday 15th May, at the Twin Cities Model Club Display (Albury-Wodonga) the conditions were favourable during the lunch break. The model was persuaded to take to the sky and perform a number of circuits of the field and fly by the many spectators with their cameras. So now I have a number of photographs<sup>1</sup> to prove that the model does indeed fly, after a fashion. Control whilst airborne was more difficult than I anticipated and certainly Harry Houdini and the other pioneers of early aviation deserve our respect. I would also like to take this opportunity to thank all my friends and well-wishers for their encouragement over the last few months".

<sup>1</sup>. Gary sent in three photographs of the VOISIN in flight, one of which you can see reproduced on the BACKPAGE.

\* Earlier pictures of Gary's VOISIN during construction can be seen on the BACKPAGE of the February & May 2009 issues of the Newsletter. - Ed.

## - LIBRARY NEWS FROM Peter WILLIAMS -

The following book donations have been received for the library:-

'Down the Flare Path' by D.H.Montgomery # 1  
'An Aviator's Field Book' by Oswald Boelcke # 75  
'Guynemer: Ace of Aces' by Jacques Mortane # 94  
'Sky Fighters of France' by Henry Farré # 95  
'Victor Chapman's Letters from France' # 96  
'Go, Get 'Em' by William Wellman # 126  
'A Subaltern's Share in the War' by G. Devenish # 140  
'With the French Flying Corps' by C D Winslow # 178  
'Brother Bosch, an Airman's Escape from Germany'  
By G F Knight # 181  
'Above the Lines: letters of Stuart Walcott & Night Bombing with the Bedouins' by R.H. Reece # 184  
(two books in one).

All kindly donated by Peter Chapman.

'August 1914' by Barbara Tuchman # 179  
'To See the Dawn Again - A History of 462 Sqn.RAAF 1942-2008' co-authors Mark Lax & Prof. Leon Kane-Maguire. (three copies).  
Donated by Mark Lax

'Phoenix Squadron' by Rowland White  
'Into Oblivion- The Southern Cloud Enigma' by Macarthur Job OAM.  
Donated by Mike Crisp.

Many thanks to our donors for their generous support of the ASWWIAH Library.- Peter Williams.

## - SOCIETY NOTES -

• Plans to relocate Society's assets held at Keith KEOHANE's and John GOBLE's came to fruition on Saturday 19th June when Gareth MORGAN and Steve DREW organised the uplift and subsequent transfer of all materials to Steve DREW's apartment for assessment. I understand that Steve, literally up to his neck in paper & memorabilia, is developing a comprehensive catalogue. Decisions regarding the future of these "assets" will be made as soon as practicable.

Thanks to Keith & John for pre-packing the material and thanks to Gareth & Steve for making the relocation go through without a hitch. Well done!

### - August BRING, BUY, BARTER (BBB) -

BBB is a simple substitute for an auction, dispensing the need for the collection of items, the printing of catalogues and other necessary functions, e.g. an auctioneer for the occasion, together with maintaining the records and settling up the finances at the end of the day. The BBB scheme allows participating members to view all items before making a decision to buy or barter. Several trading transactions can be undertaken at the same time.

Members attending the August meeting are requested to bring along any items they wish to offer, whether they are memorabilia, books & magazines, model kits, completed

models or 'bits-and-pieces' that someone just may be looking for. During the Meeting tea break 3 tables marked Society Sale, Private Sale and Free will be set up for the BBB.

Items on display must be labelled with the seller's name and price so that intending buyers and sellers can 'do the deal'. So come along to the August Meeting on Saturday 21st August at Victoria Barracks at 13.30hrs. Bring your treasured items in and share them with other members. The more the merrier...

- Don't forget to cast your VOTE on Saturday 21st August.-

### - MEMBERSHIP - Personal Notes -

• Good to hear that Honorary Member Colin OWERS is out of hospital and is fit and well again.

• Not so good - your Editor has been experiencing some "health issues" lately - having been hospitalised three times in the last few weeks for a total of ten days! Fortunately, the problem has now been diagnosed and an operation is scheduled for 1st September which hopefully will see me 100% fit in a day or two after that.

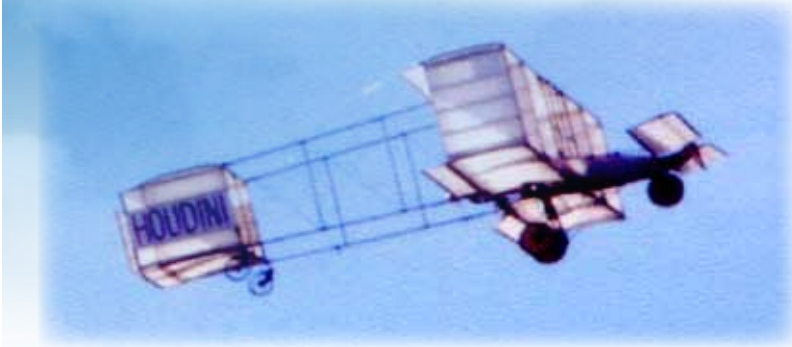
Please accept my apologies for this shorter Newsletter and for the delay in getting it out to you all. Sorry.

Watch out for a bumper issue, delivered on time in November, and that's a promise!

# BACKPAGE

Gary Sunderland's VOISIN - *Up, up and away...*

ASWWIAH Newsletter  
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Adrian Hellwig's DRI & Sopwith Tripe - *Ready for action...*



This delightful postcard provides an introduction to The Colophon Book Shop, Exeter, New Hampshire USA which is owned & operated by Society Members Robert & Christine Liska. See details below:-

*"Ten of the best"* - some of our Society members at Bankstown Museum - Saturday 15 May 2010



Derek White: Jerry Weingarth: Mark Lax: Greg Mullens: Mike Crisp: John Goble: Gareth Morgan: Steve Drew: Peter Williams: Andrew Smith.



The Colophon Book Shop, Exeter, New Hampshire

101 B Water Street, Exeter NH. Hours- Mon. - Sat. 10.00 am - 5.30 pm.

Phone:- (603) 772-8443 : Email:- colophon@rcn.com

Web:- [www.colophonbooks.com/Aviation.htm](http://www.colophonbooks.com/Aviation.htm)