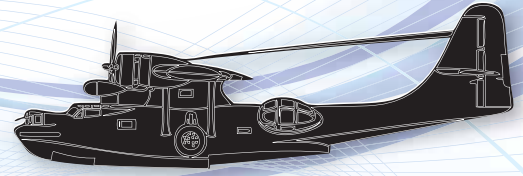


The Catalina Flying Memorial Ltd NEWSLETTER

DECEMBER 2015 - FEBRUARY 2016



www.catalinaflying.org.au

It is a Virtual Re-build...



Gil and John supervising, Len, Terry and Mick in changing the front wheel.



As you will see from these photos we are virtually rebuilding VH-CAT.

During the war the emphasis was on quantity rather than quality.

We had to get as many CATS as possible into the fray as quickly as possible.

To mine the enemy held harbours the Australian RAAF CATS were quickly repainted flat black with brooms and brushes and all the heavy armour plating and undercarriages removed.

Our VH-CAT will now be better than she ever was when new and with modern materials and methods and experienced volunteers she should last a lifetime!



Stunning Maureen made David blush!



Dave in his grimy overalls. Maureen impulsively approached him, linked arms and waited to be photographed. Maureen one of Hollywood's most glamorous stars with her traditional head scarf, holding her down her glorious head of auburn hair. Dave's not too bad looking either.

David Sieber and Maureen O'Hara

Rose Bay was home to Sydney's first international airport when the Sydney Water Airport (aka Rose Bay Flying Boat Base) opened for business in 1938. The base remained in operation until 1974 when Ansett Flying Boat Services ceased operations and their two flying boats were sold to Antilles Air Boats (AAB). AAB operated a large fleet of flying boats and amphibians in the U.S Virgin Islands.

AAB was headed by Capt. Charles Blair who at the time was married to the famous Irish-born actress Maureen O'Hara. Ms. O'Hara passed away on 24 October this year aged 95. Charles Blair was killed in 1978, when the AAB Grumman Goose he was piloting crashed following an engine failure. Following her husband's death, Ms. O'Hara succeeded him as President and CEO of the airline.

When the time for the sale of Ansett's two boats arrived, Charlie Blair and his wife visited the base at Rose Bay many times. During one such visit, my friend Dave Sieber, who worked as a Licenced Aircraft Maintenance Engineer (LAME) at the base, was photographed with Ms. O'Hara.. Dave is one of the volunteers working on our Catalina VH-CAT at Bankstown - a most valuable asset he has been!

Whats in a Name?

Contribution by Philip Dulhunty

I think I have just learned something about our PBV *Catalina*. After some 70 years involved one way or another with *Catalina* flying boats I have only now learned what the name *Catalina* means.

During the early stages of the last war, English aircraft were given names whereas American aircraft simply retained the official designation.

For example in the UK a DH82 became known as a *Tiger Moth*, then we had *Spitfires*, *Gladiators*, Lancaster, Sunderlands, Bristol *Bulldogs*, Hurricanes, and so on.

Following this the Americans decided it was more descriptive so they called the DC3 a Dakota, a P51 became a Mustang, etc, etc.

The *Catalina* flying boat was always a PBV5A for example but the Brits decided it should be called a *Catalina* because of the island of *Catalina* just off the coast of Southern California where Consolidated Aircraft had their factory.

But why was this island called *Catalina*?

Is it Spanish for Catherine? Most other places on the west coast of US were originally Spanish with Spanish names e.g. San Francisco, Los Angeles, San Diego, etc, etc.

I have just heard that there is a lovely lady in TV channel 10 by the name of *Catalina Flores*. Initially I assumed she must have been given this "Christian" name because her father must have been a *Catalina* pilot or at least something to do with the RAAF *Catalina* Squadrons.

But further research led me to the internet where there is much ado about the name - "*Catalina*" - more than just our PBV6A flying boat (incidentally as most of us know PBV6A stands for Patrol Boat, "Y" = Consolidated Aircraft, "6" the sixth version of the original design, "A" for Amphibian).

The following theories regarding the origin of the name are attached but officially the island was claimed for the second time in the name of Spain in 1602 by Sebastian Viscaino.

This is where the name originates.

The island is said to have been spotted on the Saint Day of Catherine, so Viscaino called it Santa *Catalina*. In this same way, in 1770 Captain James Cook when sailing through the Whitsunday passage during the time of the ancient British festival of Whit Sunday, named the Whitsundays.

To us ignorant Aussies, *Catalina* means only one thing and that's VH-CAT a beautiful wartime flying boat that saved Australia from enemy invasion!!

Officially the island was claimed in the name of Spain in 1602 by Sebastian Viscaino. This is where the name originates. The island is said to have been spotted on Saint Catherine's day, so Viscaino called it Santa *Catalina*. In this same way in 1770 Captain James Cook, when sailing through the Barrier Reef during the time of the ancient British festival of Whit Sunday, named the Whitsundays.



Some of you know that I collect old postcard. When I went to the Men's Shed Convention at Newcastle I found this postcard, I could not resist to have it.

When Philip was a baby and before the Poms call the PBY s Catalina, someone send from California to Sydney this wonderful postcard *Grounds in front of Hotel St. Catherine, Catalina Island, California.*

Patricio's collection can be see <https://www.flickr.com/photos/patopostcards/collections/>

Talk to the Rotarians from Breakfast Point

Contribution by Patricio Parrague

Patricio gave an informative talk on Catalina's and his Uncle Robert's ownership of three in Chile, flights to Easter Island and the tale of P.G. Taylors mishap in taking off from Easter Island, to a group of Rotarians from Breakfast Point who are all aviators.

We are very grateful to have received a substantial donation from the Rotarians.

We thank you Patricio for your time and effort.



PBY *Strawberry 5* lives again

Contribution by Chris Medin and forwarded by John Goldsbrough

The 7 minute story of PBY-5A CATALINA (*Strawberry 5*) discovery and restoration for the US Navy Museum in San Diego. It was the only remaining intact PBY 5 Catalina remaining in the World, and it was discovered in South Africa.

PBY *Strawberry 5* was the plane that found the Japanese carriers at the battle of midway which became the turning point in the pacific theater of wwii. *Beautifully done...*

<http://www.nxtbook.com/fx/media/ooyala/index.php?w=640&h=360&embedCode=l5cnRrbjoBGoU3i9mNk2Wn1SwfvifrlA#oid=l5cnRrbjoBGoU3i9mNk2Wn1SwfvifrlA>



WWII Catalina aircraft wreckage confirmed

Message from
Air Force News –
Update and request
from RAAF to locate
relatives.

Wreckage confirmed - WWII wreck is that of No. 11 Squadron Catalina A24-25
WWII Catalina aircraft wreckage confirmed 21 September 2015
I Media Release

The Royal Australian Air Force has confirmed that aircraft wreckage found in waters south of Cairns is that of RAAF Number 11 Squadron Catalina A24-25 that crashed on 28 February 1943, killing all 11 personnel on board.

Chief of Air Force, Air Marshal Leo Davies AO, CSC, praised the work of all those involved in locating and confirming the identity of the aircraft.

“Unfortunately our history is scattered with stories of Australia’s servicemen who went missing in action during World War Two,” Air Marshal Davies said:

“The discovery of this Number 11 Squadron Catalina is important for Air Force and our ongoing commitment to account for our missing personnel from past conflicts; currently 3124 from the Second World War and 18 from Korea. It is even more important for the families to finally have some closure in knowing the resting place of the aircraft and their loved ones after such a long time.”

The wreckage was first discovered 56 kilometres south of Cairns in 35 metres of water by Cairns diver Kevin Coombs in 2013, but weather and planning challenges delayed the final dives to complete the investigation. In August, Air Force investigators and a representative of the Great Barrier Reef Marine Park Authority accompanied a Navy Clearance Dive Team from HMAS Cairns and travelled to the site to gather additional evidence in order to confirm that the aircraft was A24-25.

Catalina aircraft stationed at Cairns were used from late 1942 by Number 11 Squadron to fly long range missions against Japanese shipping and submarines. On 28 February 1943, Catalina A24-25 and its 11 aircrew were engaged on a 17 hour mission to provide anti-submarine cover to a convoy heading for Milne Bay in Papua New Guinea. The final radio call stating that the aircraft was force landing was picked up by Townsville.



The fuselage (main) and engine mount (inset) of Catalina A24-25. The aircraft was discovered in waters off Cairns in far North Queensland. Photo: Kevin Coombs

The Court of Inquiry recorded that the aircraft crashed at sea whilst attempting to land due to exhaustion of its fuel supply. There were no witnesses and no sightings of wreckage or crew during subsequent searches.

Air Force intends to leave the aircraft where it lies as a mark of respect to the crew whose remains are likely to be entombed in the wreckage. The Great Barrier Reef Marine Park Authority in consultation with Air Force has declared

the site a Maritime Cultural Heritage Special Management Area in order to protect it.

Air Force intends to hold a memorial service and place a commemorative plaque in Cairns to honour the crew early next year. Any relatives of the crew who have not been contacted by Air Force, are encouraged to contact the officer of Air Force Missing in Action Investigations, via email to RAAF.PA@defence.gov.au

Details of Crew:

Wing Commander John William Daniell	140	Age 26
Squadron Leader Eric Hamilton Barkley	250281	Age 27
Flying Officer Lewis Melvin Dunham	406672	Age 32
Flying Officer Stuart Patrick King	255266	Age 36
Sergeant Norman Notley Moore	408861	Age 27
Sergeant Keith Arnold Watson	22692	Age 23
Sergeant John Daniel O’Grady	5778	Age 36
Sergeant Allen Richard Eather	402703	Age 21
Sergeant Alexander Eric John Elsbury	415378	Age 22
Corporal Douglas Giffen Shaw Russell	13970	Age 21
Corporal John Corbett Stain	2437	Age 32

Media note:

Video of the RAAF Catalina wreck will be fed to the Canberra Press Gallery later today

An image of a working Catalina is available at:

http://images.defence.gov.au/20090924raaf_8208246_0390.jpg

Images of the wreckage are available at:

<http://images.defence.gov.au/S20152593>

Media contact:

Defence Media Operations (02) 6127 1999

Contribution by John Williams and Philip Dulhunty

PBY - the Perfect Answer

During the 1941-5 Pacific War it was a simple matter for the Japanese to bomb and render all our available airports unusable. This meant the need for flying boats became a vital necessity.

Although we had a few Sunderland flying boats they were not the ideal boats for the job whilst the PBY Catalina appeared to be the perfect answer.

The "CAT" is the most successful Flying boat with 3,272 examples being built, including 1,418 built as amphibians.

Developed from two earlier flying boat designs previously built for the US Navy, the Consolidated model 28 was designed to meet a 1934 US Navy specification for a new patrol flying boat. The first aircraft flew in March 1935, and resulted in a contract for 60 PBY-1 patrol flying boats. In 1939 the last intended US Navy order was placed for 32 PBY-4 aircraft, resulting in a total of 216 aircraft (including the prototype) delivered by that time, however one PBY-4 was delivered to England for evaluation by the Royal Air Force, as the outbreak of war in September 1939 found the RAF poorly equipped and seeking aircraft types from overseas.

The RAF placed an order for 200 PBY Flying Boat aircraft, now fitted with the distinctive gun blisters on the rear fuselage and having the PBY-5 model number in the US Navy but named Catalina by the RAF. The US Navy also placed further orders for the improved PBY-5 Flying Boat and asked Consolidated to deliver its last two examples with undercarriage to allow amphibious operation from land and water, leading to the definitive PBY-5A model.

Catalinas were built in Canada by Boeing and Canadian Vickers as the Canso (PBY-5A) Amphibian and PB2B Flying boat, while Russia built under licence a total of 150 GST Flying Boats. A further 175 PBY-

6A Amphibians were built by Consolidated.

At the commencement of the Second World War, Australia also found itself in need of more aircraft of varying types. An order was placed for 18 Catalina (PBY-5) Flying Boats. Due to the neutrality of the United States, these aircraft were flown out from the US to Australia by civilian crews manned by Qantas pilots. Qantas was to go on and forge a long relationship with the Catalina, operating 5 Catalina's from Australia to Ceylon during wartime for VIP passenger and mail services, and post war operating 7 Catalina's in PNG and on services to the Pacific Islands. It is one of the iconic aircraft of Qantas' history.

The RAAF eventually received 168 Catalinas, consisting of two early PBY-4 flying boats transferred from the Dutch East Indies, 66 PBY-5 Flying Boats, 46 PBY-5A Amphibians and 54 PB2B Flying Boats. A total of 29 PBY-5A Amphibians were modified at Lake Boga and Rathmines in a 1500 manhour conversion back to pure Flying Boat configuration. This included reducing weight by removal of the undercarriage to increase range and payload. These newer PBY-5A (M) aircraft then replaced the older PBY-5 in the famous Black Cat squadrons, who would mine enemy harbours and seaplanes while the remaining amphibians and flying boats undertook Air Sea rescue and Patrol duties.

One of their most famous missions was to mine Manila Harbour in December 1944 to bottle up the Japanese Fleet ahead of the landings in the Philippines by General McArthur.

This was a secret mission involving RAAF aircraft from 11, 42 and 43 Squadrons A24-88 departing Melville Bay in the Northern Territory on a round trip of nearly 9000 miles, and 15 hours flying duration.

The mission consisted of 4000 lbs of mines, severely limiting the fuel load and duration of flight.

A24-88 transferred to 11 Squadron on 1 August 1945 and remained with that squadron to the end of the war and was then allocated to 1 Flying Boat Repair Depot at Lake Boga, Victoria. She ferried there on 10 January 1946 for storage and disposal.

She was sold on 5 January 1948 to Kingsford Smith Air Services who stripped it for spares to maintain other former RAAF Catalinas purchased and flown from Lake Boga. The hulk of A24-88 was sold for scrap but instead was stripped of engines, wings, and tail; then converted to a house boat on the Murray River. For over 30 years she lived in the Echuca area, before being acquired by the Museum.

At least six former RAAF flying boats converted into houseboats and operated on the Murray River post war, including a former PBY-4 which was converted to a paddle boat. Fortunately A24-88 was one of the few not to suffer radical modification of her superstructure.

The Museum is fundraising to restore the aircraft to externally complete Flying Boat configuration, with parts being recovered from all over Australia, and overseas. She is one of only four original wartime RAAF Catalina's surviving in Australia, and the only one with documented Black Cat operational history.

Although not flyable, she is then the last surviving RAAF Black Cat, the sole surviving RAAF PBY-5A model of 46 delivered, and the only survivor of the 29 locally modified PBY-5A (M) aircraft converted from Amphibian to Flying Boat.

For further information on the Catalina activities and the reason we say "the Catalina did for Australia what the Spitfire did for England", read the available books, *The Night Shift*, *The Fabulous Catalina* and *CATS at WAR*. Now available for \$45.00 plus postage.

Welcome...
New Members 2016

Chris Hunter Keith McDonald Shirley Peake John Flynn

James Higgins C Charles Kenneth Robinson Graeme Johnstone

Ken Hallam, International Fellowship of Flying Rotarians

Louis Schiavi Peter Lemon



Contribution by John Goldsbrough

Bill: *The Life of William Dobell* by Scott Bevan

http://www.bookworld.com.au/books/bill-scott-bevan/p/9781925030549?gclid=CLGB_OHp0scCFVgRvQodnWEJAg#

<https://www.awm.gov.au/collection/ART93379/>

I am currently reading this engaging book. Within it for Catalina enthusiasts, there is a reasonable amount told about the RAAF Base at Rathmines from 1941.

Bill was there painting Catalina's in camouflage colours. He was befriended by FL, G.U."Scotty" Allan, (who first saw Bill digging ditches there). Scotty flew the first Cat from the U.S. to the Base in 1941.

Scotty took Bill up in a Cat and showed him houses at Rose Bay that were painted pink with red roofs, unable to be seen through the trees whilst those with green roofs could be seen.

Bill was astonished.

Scott Bevan also tells of Richard Kingsland's bravery in Morocco, where he shot his way into the goal, to rescue the detained Chief Allied Commander In-Chief, Lord Gort and the British Information Officer, Duff Cooper and fly them out of the crowded harbour in his Sunderland.

He was awarded the DFC for this act.

Regrettably Richard declined to be painted by Bill, "his biggest mistake ever!" However Bill's painting of Scotty won him the Archibald Prize.

Wangi Wangi "A place of much water". Is featured of course as Bill's home and place of solace and recuperation, particularly after the Court case surrounding his painting of fellow artist

and then friend Joshua Smith, to win the Archibald, but then having to endure the Court Case to determine if it was indeed a painting and not a caricature.

He won, but then lost his health for some time as a result of the stress and unfavourable press stories.

A good read, especially for those fortunate to live in this delightful area!

Shirley and I have stayed at Rathmines and also very close to Wangi, where we have dined on a few occasions, when attending the Catalina Festival and ANZAC Day ceremonies.

It's a magic place!

Cheers, **John**

It is a coincidence that I spent most of my wartime days wearing Scotty Allan's wristwatch a CYMA waterproof timepiece. Scotty was a close friend of my cousin, Betty Hungerford and spent some time in Sydney staying at her place in Double Bay. When she finally contacted Scotty to tell him she had his watch, Scotty responded, "I wondered where it was and I have had to buy another one. Just give my old one to Philip!"

Phil Dulhunty

George Urquhart (Scotty) Allan served in the RAF on the Western Front during the First World War. In 1929 he was recruited Charles Ulm as a pilot with Australian National Airways where he flew on the first airmail flights from Sydney to Brisbane with Charles Kingsford Smith. In 1933 he flew with Ulm and P. G. Taylor on the record-breaking flight from England to Australia in 'Faith in Australia'. During the Second World War he was seconded to the RAAF as a trainer and after the war was a senior executive with Qantas.



This gouache was executed as a preparatory study for Dobell's portrait of Allan which was entered into the Archibald prize in 1941 and is considered one of Dobell's best portraits. The study is representative of Dobell's style of portraiture which is unique in being able to adapt to suit the character of his subject and reflect mood through his brushstrokes.

In 1941 Allan was a member of the Qantas crew which brought flying boats from San Diego to Sydney for the RAAF. During 1941 Allan was seconded to the RAAF as Wing-Commander and was C.O. of various stations including Rathmines on Lake Macquarie, where he trained Catalina crews, and No. 1 Flying Boat Repair Depot at Lake Boga. Allan was married to the artist Ailsa Allan (1899-1943) who studied with Thea Proctor, Adelaide Perry, and William Dobell at the Julian Ashton School. Dobell spent time at both Rathmines and Lake Boga which is where he possibly met Allan as well as being introduced through Allan's wife, Ailsa.

Contribution by Pam & Lew Green

Catalina visit to Port Macquarie 2008



Contribution by Dick Udy

Lake Boga's 'Black Cats' remembered 70 years on



Dick Udy and Dick Peel stand in front of a Second World War Catalina at the Lake Boga Flying Boat Museum. Dick Udy hasn't been to Lake Boga since 1943.

<http://www.abc.net.au/news/2015-09-18/lake-bogas-black-cats-remembered-70-years-on/6785594>

Contribution by John Goldsbrough

Revell 1/72 PBV-6A Catalina – A little bit of History

<http://www.modelingmadness.com/review/korean/us/usn/attpbv.htm>

Contribution by Yvonne Holt – Secretary - 30 Squadron Beaufighter Association

Dear Philip

I am Secretary of 30 Squadron Beaufighter Association and I receive your excellent newsletter, thank you.

I have just thought you might be interested in something that has recently come to our notice. One of our Beaufighters went into the water on 11th March 1945 and the Pilot and Navigator were rescued by an American Catalina. The pilot was Neal Redfern, who died some years ago, and navigator was James (Jim) Collison, who just died on 12th May this year. He lived near us at Baulkham Hills.

Just a short time before Jim died we received an email through our website about this "rescue" from the Historian of a PBV Association in America asking if we had any information of these men. Both of them have sons who attend our functions, so we were able to put them in contact.

They have a website with a large report on this rescue.

I thought you might like to read it. It is strange to read the US report, then further down there is an RAAF report on the same incident, with practically no detail. It sounds like an amazing rescue. The only thing Jim ever told me about the incident was that "they crashed and he couldn't swim and he thought he was going to drown". At his funeral his son told a bit of the story and produced Jim's Mae West, which he has cherished all these years.

The website is www.pbyrescue.org, go to HISTORY, RESCUES, MORE RESCUES BY MONTH, THEN 11TH MARCH 1945. I think that is it (or similar). It was amazing that we got this information not long before Jim died and he was able to read for himself just what had happened. There is a difference between the American and the RAAF reports.

Keep up the good work.

Yvonne Holt
Secretary of 30 Squadron
Beaufighter Association



A little bit of humour is good for your soul.... enjoy and have a giggle :)

Problems!!!

A husband and wife were experiencing problems after 30 years of marriage. They decided to see a counsellor to resolve their issues.

The counsellor asked what the problem was. The wife launched into a huge, passionate tirade on every single issue she'd had for the last three decades.

He was neglectful, she explained. There was no intimacy. She felt lonely; unloved; unlovable. She had persevered for so long with her physical and emotional needs unmet, but no more. Enough was enough.

The marriage counsellor nodded, got up, walked to the wife and asked her to stand.

Suddenly, he embraced her, giving the most passionate, steamy, open-mouthed kiss she had ever received. It continued for a full minute as the husband watched on benignly.

She stumbled backwards into her seat, breathless and dazed.

The counsellor turned to the husband and said: "Your wife will need this at least three times a week. Can you manage this?"

After a moment's consideration, the husband replied: "Well I can drop her off here Mondays and Wednesdays, but on Fridays I go fishing".

Please note our new street & email address:

The Catalina Flying Memorial Ltd

**Suite 2.03, 2nd floor,
102-104 Longueville Rd
Lane Cove 2066**

**Phone: (02) 9418 3881
(02) 8060 1317**

**email:
philip.dulhunty@gmail.com**

Contribution by John Goldsbrough

Speech by the Hon Alex Hawke MP Federal Member for Mitchell, Assistant Minister to the Treasurer

Tuesday, 11 August 2015

HOUSE OF REPRESENTATIVES 7896 CHAMBER SPEECH

Date Tuesday, 11 August 2015

Source House

Page 7896 Proof No

Questioner Responder Speaker Hawke, Alex, MP Question No.

Mr HAWKE (Mitchell) (13:35): It is my privilege to rise in the Centenary of Anzac year to record my thanks to the efforts of the flying men of the Catalinas in World War II and record my support for a national war memorial to be built in honour of their service here in Canberra.

I want particularly to mention the Reverend Dick Udy who was a flight lieutenant wireless air gunner in the Catalina flying boat used during World War II by the RAAF. The Catalina was recorded by General MacArthur as one of three reasons, principally, that the Allies won the war in World War II. I will have more to say about this over the course of this parliament.

The Catalina Flying Memorial that is located at Bankstown Airport is currently the subject of a restoration project to get a Catalina to fly again. I want to pay tribute to those men, those former veterans and pilots of these great planes

in the 'Cat' club, who flew long and dangerous missions in World War II—and not just military missions.

The only civilian service that connected Australia and the UK in World War II was a flight, a double-dawn service, from Perth to London that was flown by these brave men.

The Black Cat crews and the Cat crews that are forming this group to get a Catalina flying again and also to get a memorial recording their service are enormously important. It is enormously important that we record our history; that we remember it and that we remember the service of these brave and fine soldiers in World War II.

I am looking forward to supporting them and looking forward to seeing more action in this space this year.



Comment by John Goldsbrough on Alex's Speech

Wow-not quite out of the 'blue' but very welcome to all the Catalina Veterans and Phil Dulhunty in particular.

Dick Udy must feel more satisfied in his mission to see that a suitable National recognition of the Catalina's and all who supported these marvellous aircraft in the defence of Australia over the Japanese war efforts in the South West Pacific in WW2, may occur!

A wonderful initiative of Alex's.

How can a Catalina person not be so inspired by this speech on our behalf by Alex!

Let's see what happens now with the Australian War Memorial and Brendon Nelson.

Where is the money going to come from to build a suitable display, monument?

Regards and special thanks to you Alex—we are very indebted to you!

Contribution by Bob Ballingal

Catalina A-24-24 of 20 Squadron Crashed off Bowen on the 17th of August 1943 . Killing 14 . 2 Crew members were rescued . Crew Killed

F/O .Keene { captain }
P/O.S,J Porteous { 2nd Pilot }
Sgt.R.C.Ciglander { navigator }
Sgt.L.G.Dalgleish { fitter A/G }
Sgt.H.S.Thomas { W/O A/G. }
L.A.C. A.I.Dent { fitter A/G. }

Two crew rescued
Sgt.R Fowler Fitter A/G .
AC 1 C.L.Dent . A/G.

American passengers killed.
Sgt.Fiske,L.G.
Staff Sgt.Harrison,L H
Sgt .Harrison R.R.
Pte.McClaine,D.
Pte.Osborne,I.G.
Capt.Tansey,L E.
Pte. Walker,K.R.
Temporary Capt.Whitfeld D.C.

Graeme Johnstone's war involvement with Catalinas

RAAF 4124552

Trained in Canada in RAF Navigation as F/Ltd

Posted with Jim Lawrence as only two Australians on Squadron 96 RAF West Africa at Sierra Leone - 800 hours of flying

12 months RAF as Instructor Northern Ireland

Returned to Australia discharged August 1945

Contribution by John Goldsbrough

From the Bangkok Post 15/8/201

Karen Remember WWII Hero

YANGON — A group of World War II veterans from Myanmar's ethnic Karen minority, most in their nineties, prayed and sang a poignant hymn on Saturday at the grave of a legendary British officer who sacrificed his life for them.

The gathering of old warriors at the grave of Maj Hugh Paul Seagrim — the Karen call him "Grandfather Longlegs" — was part of a ceremony to mark Victory over Japan Day, which ended the global conflict and savage combat that devastated Burma, as the country was then known.

"He loved the Karen people. He gave his life (for us)," 92-year-old Saw Berny said of Seagrim, who led a highly effective Karen guerrilla force deep behind Japanese lines.

When the Japanese began to torture and kill Karen civilians and threatened more retribution if Seagrim did not surrender, he gave himself up to be executed with seven of his Karen comrades.

While fighting with the Karen, many of them Christians, the towering British officer — regarded as a maverick but outstanding guerrilla chief — wore their native dress, shared their food and helped till their fields.

Also gathering at Yangon's Commonwealth War Cemetery on Saturday were Chin, Kachin and members of other ethnic minorities who had fought bravely alongside Allied forces against the Japanese.

After Burma's independence from Britain in 1948, hoping for greater autonomy from the central government, a welter of ethnic insurgent groups rose up in rebellion.

Sporadic fighting continues in some parts of the country, but Myanmar's military-backed government is attempting to forge a comprehensive peace agreement with the Kachin, Karen and others before general elections later this year.

The Karen conflict, the world's longest-running insurgency, has been marked,

killings, torture and rape of civilians by Myanmar's military. Aid agencies say some 400,000 Karen have been driven from their homes while more than 120,000 refugees, most of them Karen, are sheltered in camps along the Thai-Myanmar border. About 60,000 now live in the United States.

Some believe that if Seagrim, who vowed to return to Myanmar after the war, had survived he would have helped the cause of the Karen, who the British government had promised to support after the war but then abandoned after independence was granted.

"He would have been a great force for good, politically and otherwise," Sally McLean, a British humanitarian aid worker, said at Seagrim's grave.

McLean founded Help 4 Forgotten Allies, which provides 120 British pounds each year to more than 250 Karen veterans or their widows. The Karen soldiers were not recognised as being officially part of the British army and therefore never received pensions or other benefits despite what historians say was their great contribution to the victory.

"He was clearly an inspiration to the Karen. Seagrim's influence runs on till the present day," said Duncan Gilmour, whose grandfather, Lt Col Edgar Peacock, played a key role in the guerrilla campaign after Seagrim's death when the Karen were unleashed against the retreating Japanese, killing thousands.

The Burma campaign, waged away from the world's spotlight by what have been called "forgotten armies", was one of the most brutal of the war for both the Allies and the Japanese, who invaded the country in 1942. Thousands succumbed in jungles and mountains not only to sometimes hand-to-hand combat, but also to cholera, dysentery, scrub typhus and other rampant tropical diseases.

British diplomats, military attaches of former Allied powers, senior Burmese

officers and others also attended Saturday's ceremony, held near a simple white cross rising above the gravestones of some 1,300 soldiers.

The Karen fulfilled Seagrim's last request before his execution: that his Karen comrades sing the hymn O Christ the Solid Rock I Stand for him.

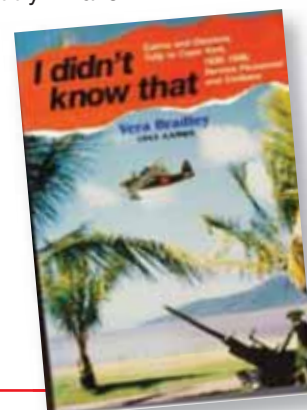
The elderly war veterans and others rendered it effortlessly in part-harmony and their own language.

Saw Berny sat in a wheelchair near the simple gravestones of Seagrim and his executed companions, explaining that what he had on — black pants, white shirt, red Karen blouse and a shoulder bag with a Bible inside — was the same that "Grandfather Longlegs" wore when he surrendered to the Japanese seven decades ago.

Note from Patricio Parrague

The book *I Didn't know That* by Vera Bradley. Cairns and Districts, Tully to Cape York 1939-1946 Service Personnel and Civilians was donated to Canada Bay Heritage Society.

This is a great read and I strongly suggest you get yourself a copy of this book. Not available from The CFML but try Amazon.



NEWSLETTER CONTRIBUTIONS

Have a story to tell.... perhaps one about a Catalina?

If you have something you think is interesting and worth sharing please send it to us

Contributions are very welcome.

Please email to: philip.dulhunty@gmail.com



The story of A24-96's



A24-96: 15/01/45 Lost off Sumba Island, Netherlands East Indies, destroyed by machine-gunfire. On the night of 14 January 1945, during a mission to Surabaya, a plane from No. 42 Squadron RAAF, captained by Flight Lieutenant Harrigan, experienced trouble with its port engine and immediately began to lose altitude. At 300 feet, flying below heavy cloud off Sumba Island, he jettisoned his mines, but the plane continued to lose altitude and he was forced to alight on the open sea. The hull of the Catalina aircraft was damaged and began to leak. However, the water was kept down by bailing. Using the radio-telephone, the crew was able to make its position known to returning minelayers. All night they worked on the faulty engine, but without success. However in the morning a Catalina aircraft of No. 43 Squadron RAAF, captained by Flt Lt Ortlepp, landed in the heavy swell, covered by a Liberator aircraft and took off Flt Lt Harrigan's Crew. Flt Lt Ortlepp then destroyed the disabled Catalina aircraft with machine gun fire and returned safely to base.

Comment By Peter Wordsworth

My father, Flt Lt Keith Wordsworth was a wireless air gunner who had returned from Coastal Command in the UK. He joined 43 Squadron in July 1944 after undergoing a conversion course at Rathmines.

I remember Keith telling me he destroyed the aircraft by gunfire from the air so it would not fall into Japanese hands.

John Goldsbrough has done some research into the downed aircraft which if I recall correctly came from his father's squadron - 42 Sqdn.

The original photos are about 3.5" x 3.5" and I scanned these with some care and enlarged them in the process to get as much detail as possible. I believe the camera was designed for photo reconnaissance or similar purpose so some of the photos are out of focus at close range.

Do you have the book about the Black Cats? I wonder if that has more detail. I have carefully scanned these and enlarged them in the process to enable better detail.

The story of A24-96's - continued



Comment by Bob Cleworth

The 42 SQN Operations Record Book - the crew for A24-96 is
FLTLT Harrigan Captain, PLTOFF Hough 2nd Pilot, FLGOFF Stevens Navigator, WOFF Blight
WAG, WOFF Pearce WAG, SGT Macdonald Flight Engineer,
Sgt Lock Flight Engineer, SGT Barry Fitter 2A, SGT Gray Fitter Armourer.

The 43 SQN Record Book does not list the whole crew of A24-60 piloted by FLTLT Ortlepp but
does list the 2nd Pilot FLGOFF Jacobson and also the other aircraft involved in the rescue
A24-44 SQNLDR Moncton Pilot and FLGOFF Abbot it does note that A24-60 destroyed the
Catalina on the water and the crew of A24-96 was rescued and position 1000S 11912E.
At that stage it was not a requirement for all crew members to be listed.



Radar In Australia During WWII

It was a very critical time in 1942 when Japanese submarines went rampant on the east coast of Australia, from south of Sydney to Coolangatta, sinking approximately 26 merchant navy ships and damaging 16. This was a terrible loss. Remembered well is the sinking of the hospital ship *Centaur*, some 30 Kms off the south eastern tip of Morton Bay, clearly displaying Red Cross markings to no effect!

Having joined the RAAF in Melbourne I was sent to train in radar at the RAAF Richmond Air Base N.S.W. A Radar station had been set up on top of the plateau at Collaroy, a suburb north of Sydney. It was to here that I was posted to operate the Radar to track Japanese aircraft and submarines and also our Avro Anson's and Beaufort bombers which were in pursuit of the enemy. It was very difficult to pick up reflections from submarines. However, the station was a safeguard for the future protection of Sydney and performed very well.

A boom gate plus a long net was laid at the entrance to Sydney Harbour following the sinking by Japanese midjet submarines of the *Kuttabal* costing 21 lives. One midjet submarine became tangled in the net at the entrance, another was sunk in the Harbour and another fired a torpedo at an American warship – the USS Chicago, a heavy cruiser with 8inch guns, but missed. The wreck of one lays off shore on the ocean floor a little north of Sydney and is now out of bounds to all. There are many other incidents which are recorded in the history of these times. A Japanese midjet submarine can be seen on display at the Australian War Memorial, Canberra. The photograph I took with a Box Brownie camera, at the time, shows the antenna of the Radar LW/AW which we operated.

While at Collaroy disaster struck at 2am while I was operating. Due to a faulty connection on the very high voltage on the transmitter, I received a very severe electric shock which paralysed me completely, for approximately 10 seconds, through the fingers (which were touching) and hands, chest and head. I was unable to release my fingers from the contact surface. Fortunately, my legs were intact and unaffected so I put my feet up on the transmitter and pushed off shooting out the back of the radar tent cover, landing on the ground outside. My two co-workers rushed to my aid, from the plotting table, and assisted me to bed. I woke up in the morning feeling OK. Nobody cared and it was never reported.

I then received a posting to near Darwin on the Adelaide River. This required travelling to Brisbane by train and spending several days at the Showground sleeping in a pig pen, using my shoes for a pillow. We travelled to Mt. Isa by train, then in open army trucks sitting on our packs - with a .303 Lee Enfield rifle and gas mask. That took a few days with nights spent in tents on the way. It rained so hard at Elliott overnight that I grabbed the opportunity to have a nice shower in the rain! Next morning we jumped in open train trucks for the last 300 miles or so, arriving absolutely black with soot!

During the trip we were introduced to rations of tinned cold bully beef for breakfast, warmed bully beef for lunch and fried bully beef for tea. Our destination was Adelaide River, and we were driven to the campsite where a mess hut had been erected. A supply of timber from the local trees and hessian was given to each of us to make up a bed! We commenced the testing of the improved LW/AW Radar of this type to be transported to Morotai in the Celebes and to be operated by our unit.

A bushfire burnt our camp out and, shortly afterwards; we were flooded out in the early hours of the morning, finding ourselves in waist deep water with the crocodiles! The Radar station was abandoned. I was then flown in a Flying Doctor De Havilland Dragon plane out to Peron Island Radar station, in the Timor Sea, where I was landed with some supplies, on the beach, and off they flew! At this time 1943/4 Darwin bombings had ceased, however, we detected several Japanese planes over time and gave fighter control their positions. The Spitfires were scrambled and the planes were shot down. There were about 6 Spitfire airstrips set alongside the Darwin/Adelaide River road and they served a great purpose in our defence. Peron Island radar also served to position badly shot up bombers, some of which had to ditch in the Timor Sea on returning from strikes. Catalina's from Darwin were immediately sent out to assist as best as they were able. This was after the Japs had been driven out completely and there were no more strikes. Peron Island was a dedicated Aboriginal homeland and we pretty much roughed it there. The Aborigines contributed to our working days in a small way and our presence there did not inhibit their normal life.

It was an unforgettable experience to be amongst them particularly when they were

fishing. I watched as, stock still, they held their spears, watching for fish in the shallow water. Their accuracy was fantastic, catching up to 4 kilo sized fish. They also caught turtles and I watched their families cooking and enjoying the feast on the beach. For some unknown reason they singled me out from the 20 RAAF people on the island and took special notice of me. They presented me with a special plaited grass armband which I wore up north until it rotted. Our camouflaged radar was about 2 Kms from our camp and we had to walk along a rocky beach by either day or night, with the occasional crocodile, then up a steep hill. The aborigines were so caring for me they often sailed me back to the camp in their dugout canoe. On one occasion they even put up a sail! There were many times they brought a large tin full of mud crabs for me. The problem was that the cooks and guards cooked and ate them, not even giving me a taste! For those Aborigines I lived with, some full blood and others part, I now have a great deal of admiration. I must say that, at what they did, they were extremely good. Sometimes, I would use a stick to play with the Death Adder snakes that abounded on the island. I also passed time going out in the bush to have some fun with the rifle.

The uniform shorts I was issued with were reduced to string hanging off my waistband by the end of my stint in the NT. My hat also blew out to sea and could not be replaced; no doubt all of this skin damage caused me having to seek treatments.

Having been promoted to Corporal before touring north I was given quite a few extra duties. While on the island I had to write reports to H.Q1s, arrange 24 hr rosters, radar damaging "WINDOW 11 tests conducted out to sea and I had to co-ordinate reports to fighter control. All our reports were forwarded by Morse code. After 6 months I was posted to Lee Point, near Darwin, to join in the operation of advanced Radar for the protection of Darwin. This Northern tour lasted 12 months after which I was posted back to Collaroy to wait for a further posting north. While waiting, the war suddenly ended with the dropping of the atom bomb. $E = mc^2$

The LW/AW radar was developed by the CSIRO at Sydney University from extensive research done by many countries sharing valuable knowledge. The measurement of distant objects is achieved by determining the time of

Radar In Australia During WWII - continued

transit of a radio wave (a radio pulse) from its origin and back. The frequency used varied from 200 MHz in early days to 10 GHz. Atmospheric attenuation is negligible. The sensitivity of Radar receivers is extraordinary. The pulse transmitted power is about 105 watts while the co-habited received energy maybe as little as 10-14 watts.

The operating efficiency therefore was 10-19 watts. The other photograph shows the inside of the operating tent with the handle to turn the antenna direction while working.

The longest distance incoming aircraft could be detected was about 130 miles. The Radar sends out several lobes - some high and some low.

***E = Energy**

M = Mass in grams

C = Velocity of light in centimetres per second

Prior to discharge, I was transferred to Melbourne working out entitlements for personnel to be discharged from the RAAF.

**Compliments of Albert Einstein*

Extract from the New Zealand Catalina Flyer January 2016 – Newsletter of the NZ Catalina Preservation Society Inc.



Dear Readers

Joyous news! Yes, PBY will be going to Wanaka for the Easter Airshow. The organisers of this mammoth do have been advertising our presence for some time – something we have never previously done because we are not commercially licensed and fly only on a cost share basis. However, several of our pilots are commercially licensed and do fly for well-known airlines.

We last appeared down there in 2010. This time round there will be more than few on board who knew our Catalina during her C.FJCV and Z-CAT days.

Pierre Jaunet from Harare, Zimbabwe was the gentleman from whom we purchased the aircraft in 1994. Oliver Evans, engineer and co-pilot on the original proving flight along the Nile will not be the only Canadian on the pax list. Our long time member, mentor and frequent flier, Bob Dyck, who has his own ex-water bomber will also be joining the happy band. Well, we're not surprised by the interest and support of Canadians after all PBY was originally one of their Cansos namely RCAF 11054.

Call for Expressions of interest- a major patron elusive so far.

Unfortunately, our call for expressions of interest has coincided with a lot of volatility in worldwide markets for commodities and shares. These, in turn, have let to corporate belt tightening among many of our target sponsors. Our search for a new sponsor or patron has unfortunately been met with many good wishes and some generous individual donations but the big money has been elusive with "budgetary constraints" regularly cited. As we have pursued further discussions, the uncertainty has only got worse and to date we have no concrete offers of core support.

To make matters worse, one of our major patrons has been severely hit with their investments with their dividend income cut by 80% and a share market collapse of 77% in another of their core investments. They have told us they can only provide support for a few more months and they have been a very generous supporter of VH CAT.

In the present financial climate CFML will need to give careful consideration on how to proceed. Some rather unsavoury options will need to be on the table, should there be no turnaround in our fortunes.

We are calling on every supporter for their ideas and/or contacts as to how we can secure a sponsor before it is too late.

Wonderful Donations - it all helps - with thanks...

Donations are tax deductible and are URGENTLY required.

Catalina lovers and supporters should send their cheque contributions to:

The Catalina Flying Memorial Ltd, Suite 2.03, Second Floor, 102-104 Longueville Rd, Lane Cove NSW 2066

OR

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

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

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

OR

We accept **Visa / Mastercard / Amex.**

Please call Christina on (02) 9418 3881 or 8060 1317 to make your credit card donation.

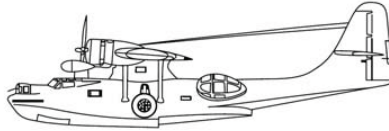
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Lane Cove NSW 2066
Tel: 9418 3881, 8060 1317
Email philip.dulhunty@gmail.com
www.catalinaflying.org.au

CAT CLUB MEMBERSHIP FORM

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

Type Cost (incl. GST)

Individual \$50 pa

Student/Senior* \$25 pa

Family \$100 pa

Individual Life \$500

Student/Senior Life* \$250

Family Life \$1000

If you are a senior or student, please provide your date of birth below:

Date of Birth:-----/-----/-----

Note: If you are a Student, please include a copy of your Student ID.
Your membership is governed by the CAT Club rules

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

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

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Comments:

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ANZ Bank, BSB 012 172, Account No. 8370 26202

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

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List of Merchandise



Books

Cats At War

By Carol Gaunt And Robert Cleworth

\$45.00

The Fabulous Catalina

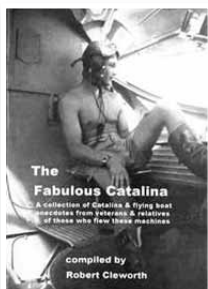
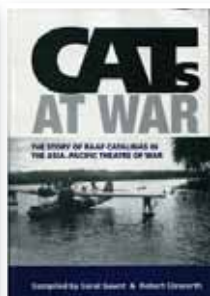
Bob Cleworth

\$45.00

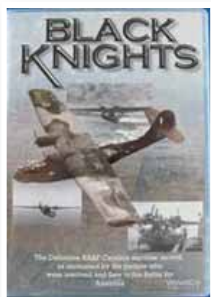
The Night Shift

Bob Cleworth

\$45.00



Only \$45 each



Only \$30 each

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Large CAT Operations 60cmx46cm	\$20.00
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White A3 cutaway view of CAT	\$ 3.00
Pens	\$ 3.00
Cups	\$10.00
Photo of Catalina at Rathmines – small card 14cm x 11cm	\$ 1.00
Photo of Catalina at Rathmines – large card 22cm x 14cm	\$ 2.00
Photo of Rathmines Base	\$ 3.00
Rathmines Bags	\$ 8.00
Leather Backed Key Rings	\$13.00

Shirts/Caps/Handkerchiefs

Catalina Caps	\$20.00
Men's Polo Shirts	\$35.00
Ladies Polo Shirts	\$39.00
Children's Polo Shirts	\$30.00
T Shirts	\$25.00
Children's T Shirts	\$22.00
Handkerchief	\$ 5.00

DVD'S

Flight Of Felix	\$30.00
Black Knights	\$30.00
Great Planes – Pby Catalina	\$30.00
From Sea To Sky	\$30.00
Classic Cockpits	\$25.00
DVD Documentary – Operation Catalina Heritage	\$15.00
DVD - Return of the Catalina (Qantas)	\$30.00

Prices do not include postage.

Please phone Christina on (02) 9418 3881 or 8060 1317 if you require further information.

Payment Options Please tick boxes where applicable.

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