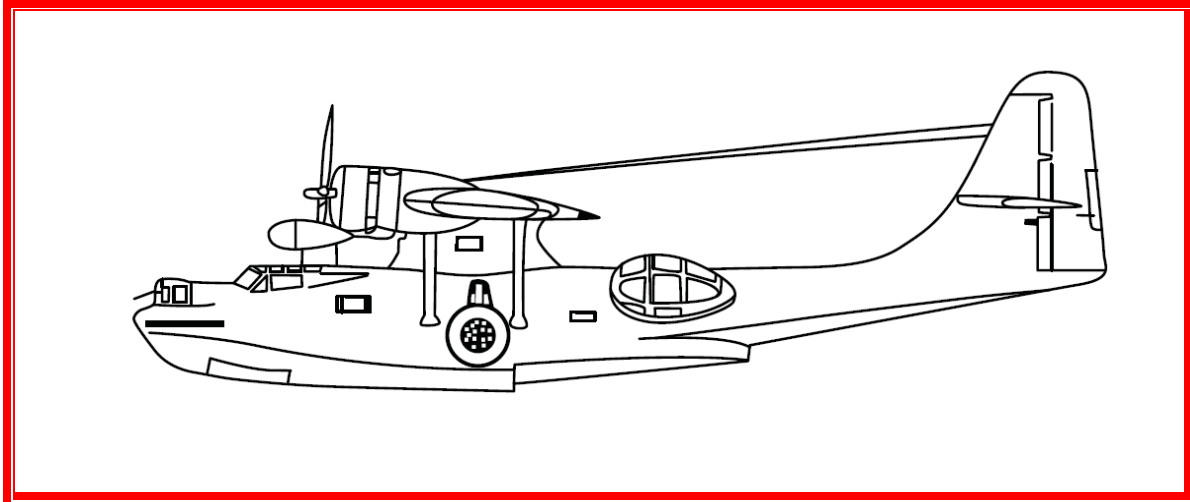


NEWSLETTER



What's News?

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Welcome to 2011!

First of all, on behalf of the CFML, let me wish you all a belated happy New Year. Secondly, please let me apologise for not having produced a January or February newsletter.

There was a good reason though – there simply wasn't anything to report until mid to late February, with people being away on holidays etc. That isn't to say that the wheels had stopped turning, far from it!

The CFML management team still had its monthly meeting in January, although a number were not present for various reasons (holidays being but one) and work on the feasibility study for the development of the hangar and museum complex at Rathmines continued to the point of reaching its conclusion in early February. This will be covered off in the item that follows.

So we're off again – to soldier on for another year, hopefully a year that will see the drought in funding finally break, thus putting in sight the moment when VH-CAT takes to the air with an Australian Certificate of Airworthiness!



Colin Cool, Editor

Museum/Hangar Complex at Rathmines - Feasibility Study

In our December newsletter, we advised you that that the \$60,000 contract to carry out a feasibility study into the proposed Hangar/Museum for the Catalina was awarded to a Melbourne company, Lateral Projects and Development Pty Ltd in collaboration with Ken Gorby, museum consultant of Wellington NZ, creating a multi disciplinary team. Ken and his team designed the Te Papa Museum, NZ National

Museum and were involved with the design of the Jewish Museum in Berlin among many others.

Ken and the team at Lateral projects immediately set to work, completing their report and presenting their findings to Lake Macquarie City Council (LMCC) on 7 February 2011. In summary, the findings of the feasibility study are as follows.

The museum, as originally proposed, is not viable and would need 70,000 paying visitors per year to be self supporting. The consultants concluded that even a low-end model at approximately one-fifth of the cost of the original concept could not be recommended – Rathmines is a remote site that will not attract the paying mass audience required to support a museum.

In relation to the CFML and the hangar complex, unfortunately, there were a number of flaws in the analysis that was presented in the consultant's report. This analysis led to an overly inflated cost to build the hangar and an overly pessimistic assessment of the CFML's break even point.

However, even with the pessimistic projections stated in the report, the consultants did see a future for the CFML and the hangar project.

On 6 February, the day before the consultants submitted their report to Council Ken Gorby and Lateral Projects representative Steve Bramley presented their findings to the CFML. The CFML took this opportunity to raise its concerns about the report's conclusions with the end result that the consultants admitted their assessment in relation to the CFML and hangar was "harsh". Unfortunately it was too late to amend the report.

They did, however, promise to inform Council during their scheduled presentation that their assessment of the CFML and hangar complex was flawed and Council would need to take this into consideration when determining the way forward.

So there is still a future for us, albeit different from the one we would have hoped for. It is our view that if we can get the hangar facility established, up and running and with VH-CAT settled in up there, then the CFML's operations will succeed in drawing the 70,000+ paying visitors required to make the museum, as originally conceived, viable. In the meantime, prices are being sought for the hanger which will also serve as the Museum – and we are hopeful of a practical result.

So let's focus on the hangar and CFML first – build it and they will come!

A meeting will be organised with LMCC Mayor Greg Piper in the near future to discuss the way forward. We'll keep you posted.

Colin Cool
Editor

BBQ for CFML Volunteers and Donation from Kirribilli RSL

On Saturday 19 February, a sausage sizzle was put on for all CFML volunteers as a means of getting them all together for what we are hoping will become an annual social event. You may recall we had a similar event in February last year.

All volunteers were invited, regardless of their level of involvement since the workforce was first mobilised back in July 2009.

This year's event was a resounding success, with around 60 people showing up! Mind you, this is hardly surprising since the invitation sent out to our volunteers tantalised them with the promise of a pre-lunch engine run for VH-CAT!

The event also provided the long-overdue opportunity for members of the Kirribilli RSL to see an engine run. The Kirribilli RSL is an ongoing supporter of the CFML.

In the August 2010 newsletter, we announced that Mr Martin Boffey, CEO of the Kirribilli Ex-Service Club ("Kirribilli Club") wrote to us to advise that all coin donations made by members and guests to the memorial pool in the club's reception area will be pooled and forwarded on to the Catalina Flying Memorial.

As it happens, over \$1000 was collected from the pool and a couple of unsuccessful attempts were made to organise a mutually convenient time for the Kirribilli guys to come out, present a cheque for \$1000 then in return, treat them to an engine run. Anyway, this time things worked out and not only that, but our Kirribilli Club guests were able to enjoy the sausage sizzle and take the opportunity to meet our wider volunteer workforce.

Following the engine run, Tom Richardson, a Director of the Kirribilli Club presented the cheque to a grateful Philip Dulhunty. Apparently, another collection has been made from the Club's memorial pool so that another \$1,000 will soon be in the kitty!! Many thanks to the guys at the Kirribilli Club for their ongoing and much-needed support!

The event's success owed much to our dedicated "Purchasing and Catering Committee" (as they chose to call themselves), or PCC comprising Christina Mumford, Barb Linfoot, Cindy Richardson and Carole Gibbens. The PCC took care of the purchase and presentation of the snags, salads, bread and food preparation, not to mention an assortment of cakes. John Goldsborough kindly assisted by transporting the ladies over to the local IGA store to purchase of all these goodies.

The main course was followed by a lovely display of various fresh fruits – strawberries, passionfruit, rockmelon, watermelon, pineapple etc etc. All a welcome treat considering what a stinking hot and humid day it was.

Unfortunately, the CFML Clubhouse is not equipped with a fridge to keep the fruit and drinks cold - but the girls were not to be defeated! They went into the storage room containing all our spare parts, took a box filled with nuts and bolts, emptied it and filled it with ice. A second "Esky" was fashioned from Christina's laundry bag!

The girls really excelled themselves this time.

Then of course, mention should also be made of that obligatory bloke at the BBQ, slaving away over the hotplate and grill, creating that envious smell of frying onions and snags that wafted over Bankstown airport, setting many mouths watering. That bloke was Nigel Patrick, who, in what I can only describe as another classic piece of CFML innovation, donned a very cleverly improvised chef's hat made out of paper towels! Nigel was ably assisted by the ubiquitous Terry Woolard. So many thanks to Barb, Christina, Carole, Cindy, John, Terry and Nigel.

Also present on the day was a contingent from 11 Squadron RAAF. As most of you know, 11 Squadron was the first RAAF to be equipped with Catalinas (in 1941) and still exists today operating Lockheed P-3C Orions, performing maritime reconnaissance, anti-submarine, and search and rescue roles not dissimilar the many roles played by the Catalina during the war.

The 11 Sqn guys are looking to help us where they can with some of the work required on VH-CAT, particularly with the floats and float pylons and hope to assist us with other work as required.

Finally, mention should be made of the guys from Erickson Air Cranes, who currently have two of their S-64 Air-Cranes based at Bankstown for the bush fire season. While resident there, they have taken a keen interest in VH-CAT and so were invited over to enjoy the festivities. After lunch, they treated all guests to look over their machines and were very informative and friendly - they are a great bunch of guys! This added considerably to the variety on offer on the day!

All in all, it was a hugely successful day. Everyone I spoke to remarked on what a great day they had. We might have been hot, tired and sweaty at the end of a long day, but boy, did we have a great time! I'll conclude this article with some photos taken on the day...

Colin Cool
Editor



CFML Volunteers and guests enjoy fine food and a chat



**Phil Dulhunty holding the \$1,000 cheque donated by the Kirribilli RSL
(L-R) Colin Cool, Graham White, Noel Lyon, Phil Dulhunty, Tom Richardson*,
David McDowell***

* Tom and David are Directors of the Kirribilli RSL. David is also President of the Club



Fill 'er up!



The engine run

Note: CFML Volunteers David White and Rhianna Patrick put together this impressive little Blog featuring our engine run: <http://canvaswings.blogspot.com>. It includes a sound-track of the engines running! (Rhianna recorded the engines with a special microphone and sound recording equipment). Check it out!!!!



At the BBQ: Terry Woolard (L) and Nigel Patrick (R) under the direction of Barb Linfoot (naturally!!!).

Guys – it just goes to show you – even the BBQ is no refuge! ☺

Don't you just love that improvised chef's hat Nigel is wearing! He wasn't even planning to do the cooking that day, but kindly offered to take on the task and in no time, had himself suitably attired – the man's a genius!!!



The boys from 11 Squadron with CFML Volunteers Dave Sieber and Bruce Richardson at right watching the engine run.



Preparing the food: (L-R). Christina Mumford, Barb Linfoot, Carole Gibbens.



Getting a look over the Erickson Air-cranes



The "Cat Club" Cake, kindly donated by Noel Lyon



**"Now put the knife down Noel - the enemy has surrendered!"
CFML Membership Secretary and ex-20 Sqn WAG Noel Lyon cutting (or is that murdering?) the Cat Club cake.**

Proposed new book about Qantas Flight Engineers

By Colin Lock

Ladies and Gentlemen

You may recall I have been in contact with you in regard to research on Qantas flight engineers. Well, after seven years the manuscript is now ready for editing and printing. The proposed book is titled *Finished with Engines - the story of Qantas longhaul flight engineers*. The book is basically in two parts: the first details the development of the position within Qantas through to its demise in 2009. It consists of some 95,000 words covering aircraft types flight engineers flew on, incidents and accidents, crewing issues as well as the general Qantas operation from a flight engineers' perspective. There is however a great deal of general Qantas operational history to interest a wider readership. A considerable amount of the research came from files in the National Archives of Australia which had not been accessed previously. The second part consists of short biographies on, I believe, every Qantas flight engineer dating back to 1941. The amount of detail included in these is dependent on what you told me and/or what I have been able to gain from publicly available sources. So even if you or yours is not mentioned in the first part you/he will be mentioned in the second.

The Australian & International Pilots Association (AIPA) is generously considering underwriting the publishing of the book. However before committing to a not insignificant amount of money, AIPA wish to ascertain the amount they are likely to recoup from sales. In an effort to gauge response, AIPA will be requesting expressions of interest from readers of its journal *Altitude*, who consist primarily of current pilots. In an endeavour to show that there is a wider interest base I am contacting you. If you think you may be interested in purchasing a copy of the book which, hopefully, will sell for around \$40 plus P&H could you please contact AIPA either by: office@aipa.org.au; (02) 8307 7777 or AIPA, Suite 6.01, Level 6, 243-249 Coward Street, Mascot, NSW, 2020. If you are not a former flight engineer, perhaps you might explain in your response why you are interested, as it will help to indicate that there is a wide readership potential. Finally, please pass on this message to any of your friends who may be interested.

Membership Matters

One of the issues the CFML has been grappling with is the matter of membership cards or similar to serve as proof of membership. The problem is that the CFML does not issue membership cards to members because we simply don't have the resources to produce them.

Membership cards would serve as proof of membership, so that on presentation, one could avail themselves of the privileges that membership provides such as discount off merchandise, free entry to VH-CAT when she is on display and so on.

Fortunately, we have been able to resolve this in the case of Life Members, thanks to CFML Membership Secretary Noel Lyon. Noel is in the process of producing A4-sized Life Membership certificates, and these will be issued to all life members in due course.

For one-year members, it has been decided that the receipt for payment will be used as proof of membership. So to all you one-year members out there, make sure you hold on to your receipts, not only for the benefit claiming your tax deduction, but also to get your discount off merchandise etc.

Colin Cool, Editor

New Members/Donations

The Catalina Flying Memorial welcomes the following members to the Aussie Cat Club:

Life Members

- Patricio Parrague
- Bryan Lynch (G'day Bryan – hope you've settled in well up north!)
- Kevin Sampson
- Tony Jeffries
- Lyn Usher
- Julie Hadfield

One year Members

- Keith Stringer

Donations

- Kirribilli RSL - \$1000+

A very big thank you to all of the above for their support!

News or comments

If you have any news or comments regarding the website, please forward to Colin Cool (colin.cool@jemena.com.au).