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## What's in a name? (Part 2)

In last month's newsletter, we included an article under the above heading that attempted to explain the origin of the various names applied to the Consolidated Model 28 – known to the US Navy as the PBV, the British as the Catalina, the Canadians as the Canso and so on.

Well, luckily for us, that world authority on Catalinas/BPVs/Cansos/etc, David Legg, editor of the Catalina Society's *Catalina News* in the UK is a recipient of our newsletter and spotted last month's article. Needless to say, David was good enough to forward to us an article he had written some time ago on the very subject of Consolidated Model 28 nomenclature.

On reading this, I found that the information we provided last month was essentially correct (phew!). The article was an interesting read and informative. It appears below (in blue font):

When what became the Catalina was first designed and then built by Consolidated Aircraft Corporation, it was given the company designation Model 28 followed by various suffixes denoting the country it had been built for (eg 28-5ME, the '5' denoting the fifth variant of the Model 28 and 'ME' standing for 'Military England'. In some cases, the letter 'A' was added for 'amphibian' – thus Model 28-5AMC was 'Amphibian Military Canada'.

All the early orders and deliveries of the Model 28, apart from a very small number of commercial aircraft, were for the US Navy which used its own designation system. The US Navy designation was PBV (P = Patrol, B = Bomber and V = code for Consolidated). The PBV was followed by a numeral from -1 through, eventually,

to -6 denoting progressively advanced models. Because the PBV designation was for the US Navy only, it did not apply to the RAF.

The RAF had its own naming system and generally maritime aircraft were named after either ports or Admirals. Additionally, there was a tendency to have the first letter of the chosen name correspond with the first letter of the manufacturer. The names were initially chosen by the Air Ministry and then sometimes changed before use by the British Commission in Washington or vice versa. In the case of the PBV, the initial name suggested for RAF aircraft was 'Plymouth' but this was quickly changed to 'Catalina'. The name came from Catalina Island off the California coast north-west of San Diego where all early Catalinas were built. This RAF aircraft were all called Catalina followed by a roman numeral denoting mark number eg: Catalina IV. The Americans then adopted the name themselves without changing their own US Navy designations hence PBV-5A Catalina. In reality, I suspect must 'Navy people just referred to it as the 'PBV' in day-to-day parlance.

As an aside, the USAAF also used the Catalina and had its own designation system, thus the Catalina amphibian was the OA-10A (Observation Amphibian Model -10A).

As a further aside, the Royal Canadian Air Force had its own system of names and applied this in some cases even if another name had been allocated by the Americans or the British. Thus, their name for the Catalinas that they ordered was the 'Canso', named after the Strait of Canso, a stretch of water between Cape Breton Island and the Nova Scotia Peninsular. An earlier plan to call it the 'Convoy' was sensibly abandoned when it was realised what confusion that could cause given the aircraft maritime convoy escort role! The RAF did also operate a number of ex-RAF Catalinas that strictly did not qualify for the Canso name as they had not originally been built for the RCAF. The Canso A was the amphibian version of the pure flying boat Canso.

Regards

David Legg:  
Editor: The Catalina News, The Catalina Society

David, I'm sure you're reading this, so that being the case, thank you very much for the information. Although it does leave me with one question - if the RAF generally named its maritime aircraft after ports or Admirals, the how did the Supermarine Walrus, Seagull and Sea Otter get their names? I would guess that water-dwelling wildlife also influenced the RAF in the naming of their maritime aircraft!

Colin Cool, Editor

## **New Members/Donations**

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

## Life Members

Walter Settle (who donated \$1000)  
Tony Pitt

## One year Members

Jim Moline  
Alan Bridges  
Tom Gollan  
Noel Lyon  
Nigel Patrick  
David Swanson  
Terry Woolard

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

## **A touching reunion with CC-CNP\* (now VH-CAT)**

Mr Patrick Olave paid a visit to VH-CAT on Saturday 23 January 2010. As it happens, there was a special reason for this visit. Think the e-mail I received from Mr Olave says it all:

Hello there

Please find attached zip file containing photos taken today 23/01/10.

These photos I have also shared with a website in Chile - [www.modocharlie.com](http://www.modocharlie.com)

I would greatly appreciate it, if you could give me the names of the 3 gentlemen who made today possible. I recall Len, being the gentleman in the photo with me taken on the steps up to the aircraft, and Sean, the younger gentleman in the blue overalls.

I'd like to say how grateful I am to have been given the wonderful opportunity to appreciate first hand the aircraft known to me since childhood as the Manutara II. I was born in Chile and arrived here in 1973 at the age of 7, and my parents often spoke of Roberto Parrague's airline ASPAR and his fleet of Consolidated PBY-6A Catalina's.

It was a wonderful experience seeing her fly over my house in Condell Park on its arrival in 2008, and even more so now that I have been given this great opportunity.

Many thanks to the 4 gentlemen...they made this little ex-Chilean a very happy man today.

Patrick Olave

I'm sure I speak on behalf of all members and volunteers of the Catalina Flying Memorial Ltd when I say it gives us great satisfaction to have brought Patrick the happiness he describes by having had a hand in reuniting him with Manutara II.

\* Note: CC-CNP was the previous registration of VH-CAT. This is a Chilean registration, which it continued to wear throughout its many years in Portugal.



**Patrick Olave (right) with Len Linfoot, Supervisor of our volunteers at Bankstown  
(In the background L-R: Shaun Wong, Brian Lynch, Calum Williams, Steve Williams (partly obscured by son Calum))**

Colin Cool, Editor

## **CFML nominated as a Finalist in Australia Day Community Awards**

The Catalina Flying Memorial Ltd (CFML) was nominated as a finalist in the 2009 Lake Macquarie Community Group of the Year Awards. Although we didn't take out the prize in our category, it was sure great that our efforts to date have been recognised.

The awards ceremony was held on Australia Day 2010 at Speers Point Park on the shore of Lake Macquarie. Lake Macquarie local and CFML Engineering Operations Manager, Ken Hughes received the award on our behalf. He was accompanied by fellow locals and CFML volunteers Gordon Finn and Terry Woolard.

It was fantastic to see Ken looking so well on the day. You may recall we reported back in December that Ken suffered a minor stroke the previous month. Ken is making a good recovery and is now able to drive and it seems likely that he will be flying again too!

Mike Usher, President of the Rathmines Bowling Club and one of the driving forces behind the Catalina Festival and Rathmines Museum/Hangar project, not to mention a huge and invaluable supporter of the CFML, was recognised as a runner-up as "Citizen of the Year". Mike also received the "Community Event of the Year Award" for the Rathmines Catalina Festival. It was good to see a quiet, modest achiever like Mike being recognised for all his hard work. And now some photos from the occasion, courtesy of Gordon Finn.



**Proud recipients show off their awards**

**L-R Ken Hughes, Loretta Hughes, Mike Usher, Lyn Usher, Terry Woolard, Linda Woolard, Lyn Finn, Gordon Finn**



**Councillor Wendy Harrison calling the finalists for the community group of the year.  
(Ken Hughes - third from left surveys the admiring crowd!)**



**Mike Usher receiving the “Community Event of the Year Award” for the Rathmines  
Catalina Festival from Greg Piper , Mayor of the City of Lake Macquarie and local State MP.**



**The Medallion**

Colin Cool, Editor

## **Volunteers Sausage Sizzle**

On Saturday 13 February, a sausage sizzle was put on for all CFML volunteers as means of getting them all together for what would be their first social event. All volunteers were invited, regardless of their level of involvement since the workforce was first mobilised back in July last year.

The event also provided the opportunity to talk to the volunteers about the overall progress and challenges of the project, general safety topics, volunteers' duty of care and a proposal to transition all CFML volunteers to membership.

The event was a success, much of this attributed to the "Purchasing and Catering Committee" (as they chose to call themselves), or PCC comprising Christina Mumford, Barb Linfoot and Carole Gibbens. The PCC brought along delicious home-made cakes and pikelets and managed the purchase of the snags, salads, bread and food preparation.

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 Graham White, CFML Flight Operations Manager who, in addition to the cooking, was responsible for procuring the BBQ from the University of NSW Flying School hangar, where Graham does much work as a flying instructor when he's not incinerating snags.

So many thanks to Barb, Christina, Carole and Graham. At the end of it all, everyone was assembled for a group photo with VH-CAT (below).



**A well-fed crowd following the volunteers' sausage sizzle on 13 February 2010**

**(L-R: Noel Lyon, Dick Sims, Terry Woolard, Patrick (Phil Dulhunty's Irish mate), Bruce Richardson, Nigel Patrick, Ken Hughes (partially obscured), Brain Lynch, Dave Hansen, Calum Williams, Shaun Wong, Len Linfoot, Graham White, Phil Dulhunty, Tom Gollan, Carole Gibbens, Ben Hunter, Richard Purdy, Christina Mumford, Barb Linfoot)**

Missing from the photo are Dave Swanson, Alan Bridges and his wife. They had to leave early as they had long distances to travel back to their respective homes at Lake Macquarie and Canberra. The other missing bod is me – I was hiding behind the camera!

Colin Cool, Editor



## Never a Dull Moment – Phil Dulhunty's autobiography out now!

Phil Dulhunty OAM, President and Director of the CFML, has just published his autobiography "Never a Dull Moment".

It's hard cover – 460 pages, in colour (in all respects of the word!). It covers all his forced landings, six or seven crashes, a hijack in Egypt, his sailing and business adventures, his entanglement with the KGB and the iron curtain – then a lock up in China's Cultural Revolution.

### A donation of \$120 (or more) to The Catalina Flying Memorial Ltd will get you a copy – posted to your door!

It has been privately published and not yet available at book stores or libraries.

*"It's a great book, really fantastic, one of the best reads I have had in a long time"*  
**Dick Smith**

*What a rattling good read*  
**Brett Moore – NSW Maritime**

*Your book is an inspiration to us all. Although it's heavy, I just couldn't put it down.*  
**Alf Chown**

*Perhaps "The Nine lives of Philip Dulhunty would be more accurate, as no one can possibly have all those experiences in one lifetime."*  
**Les Chapman**

*Entitled "Never a Dull Moment, the book is a massive 450 pages and an interesting and lively read*  
**Stan Gorton – Rural Press**

*It's a great title and tells it all*  
**Kevin Weldon**

*I would like to pay a premium for the privilege of a signed copy.*  
**Tony Lui**

*After having read Phil's book, I've come to the conclusion that he is not a real human being after all. He is a cartoon character, like the ones you see in those Looney Tune or Bugs Bunny cartoons. You know, like Wyle E. Coyote chasing the Road Runner or Yosemite Sam – characters you always see falling over cliffs to their deaths, being squashed by anvils falling out of the sky and so on. Then you see them alive and well in the next scene doing it all again. That's Phil.*  
**Colin Cool**

**Would like a copy? Here's how to get one....**

Donations of \$120 or more to the CFML will get you a copy. Just **send your cash or cheque, plus postal address** to:

**The Catalina Flying Memorial Ltd. – Building 2, 35 Waterloo Rd,  
North Ryde 2113**

Please also mention the book by title (Never a Dull Moment) to secure your copy of this fascinating, interesting and hilarious book.

## Changes to Membership Fees

Following the volunteers meeting and sausage sizzle on 13 February, it was decided that a concessional membership category would be introduced for those on limited incomes such as seniors over the age of 65 and full-time students.

This membership category was implemented immediately so that now, seniors over the age of 65 and full-time students enjoy a 50% discount on the normal membership fees. This means that they will only pay \$25 pa for one-year membership and \$250 for Life Membership.

In addition to the introduction of the concessional membership category, the fee for one-year family membership has been reduced from \$150 pa to \$100 pa.

Colin Cool, Editor

## You can now pay us by Credit Card!

Well folks, the CFML has finally managed to establish credit card payment facilities. This means that you can use your credit card to pay your membership fees, make donations or purchase merchandise.

Details of the various payment options available may be found on the "How to Help" page of our website ([www.catalinaflying.org.au](http://www.catalinaflying.org.au))

## News or comments

If you have any news or comments regarding the website, please forward to Colin Cool ([colin.cool@jemena.com.au](mailto:colin.cool@jemena.com.au)) or Jill Brandon ([info@catalinaflying.org.au](mailto:info@catalinaflying.org.au)).