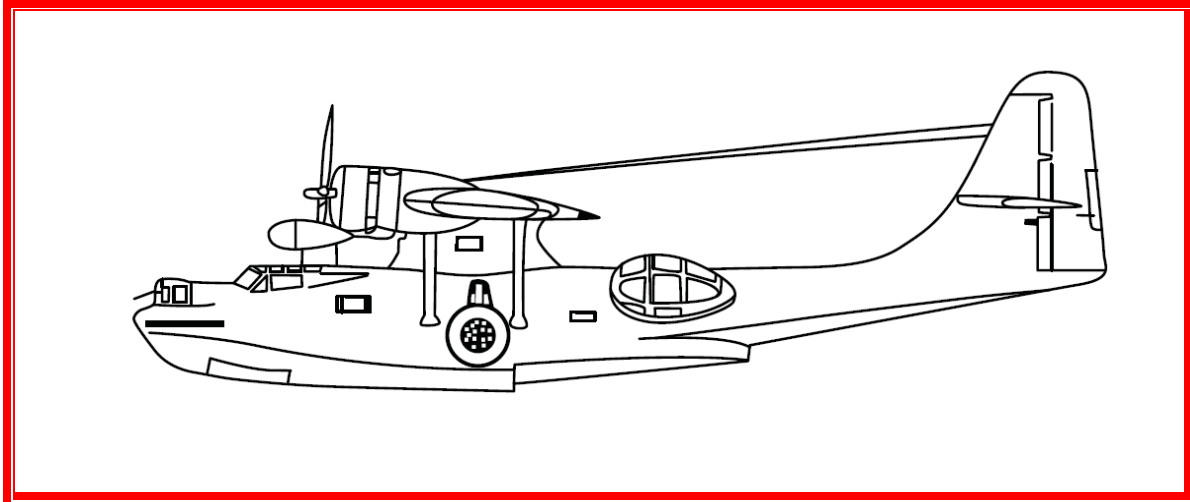


# NEWSLETTER



## What's News?

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## **CFML Patron and Board Member Neville Kennard passes away**

It is with great sadness that we announce the passing of CFML Patron and Board member Neville (Nev) Kennard. Nev, the founder of Kennards Self Storage passed away peacefully on Sunday 3 June aged 74 after losing his fight with cancer.

Nev was married to famous Australian aviatrix Gabby Kennard, OAM who, along with sons Sam, Walt and Jim were at his bedside at his home in Mittagong when he went.

Nev was a pioneer of the hire industry in Australia and played a pivotal role in the development of Kennards Hire. The type of company Kennards Hire is today is largely due to his influence. Nev was just 23 when he began running the fledgling business started by his father Walter in 1948.

In 1962, he bought the firm and, two years later, was joined as a partner by his younger brother Andy. Together, they built Kennards Hire into the largest family-owned hire company in Australia.

The brothers amicably split their business interests in 1991 and Nev, together with his son Sam, developed Kennards Self Storage into one of the biggest operations of its kind in Australia and New Zealand.

A great entrepreneur and trail-blazer, Neville Kennard was responsible for many new and innovative ideas and methods of operation in both industries. He introduced self storage to Australia in 1974, building several units at the rear of Kennards Hire Moorebank. He had seen the concept in its infancy in the US and would say later, "It was one of those things that just clicked".

Nev also founded the organisation that grew into the Hire and Rental Industry Association of Australia. Despite the scepticism of many, he brought competitors together to share their knowledge and experience, and worked collectively to improve the industry. He did the same thing when he moved fully into self storage, and was instrumental in establishing what is today the Self Storage Association of Australasia.

Nev will be remembered not only for his achievements in hire and self storage, but also as a philosopher, political activist, adventurer and one of Australia's earliest "greenies" who despised waste and supported early environmental causes. While he had minimal formal business training, he would say he had "a PhD from UHK" (University of Hard Knocks)". He devoured books and ideas, exhibited exceptional curiosity about what might or might not work, and soaked up information from conferences and personal development courses.

He was strongly independent and developed his belief in the rights and responsibilities of personal freedom, 'self ownership' and property rights. This led to the conclusion that the taking of personal property by any person or group of people,

no matter whom, was theft. And this included the taking of personal property by force by Governments.

His beliefs developed with reading and attending seminars on freedom until he was no longer just against this theft that he decided to act and joined the Workers Party, and in 1975 stood as a Federal Senate candidate with Sinclair Hill, but unsuccessfully.

Passionate about liberty and property rights, Nev was the first public donor to the Centre for Independent Studies (CIS), when he learned of its conception in 1976, and continued to play an important, generous and formative role in its activities for decades. He was founding chairman of the board of CIS. The CIS developed to become the leading intellectual think tank of freedom, free markets and limited government in Australia under Greg Lindsay.

He also supported other libertarian organisations including the Institute of Public Affairs, Property & Freedom Society and economics.org.au He became anxious there was not enough radical thought and ideas being canvassed. While maintaining his generous financial support, Nev's Libertarian views moved ahead of the 'think tanks' later in life. He described himself as an anarcho-capitalist, which was evident in his many writings on economics.org.au in recent times. The term for his thinking was coined by the Herald as "*Neville-osophy*".

He believed that freedom has its obligations - to not impact the freedoms of others. He was a gifted writer and coined many clever phrases and words, amongst others "*bossleneck*" which meant the boss unconsciously getting in the way of progress. He detested businesses that received subsidies from the government – he called them corporate dole bludgers.

He was an adventurer, and loved the open spaces of Australia and associated with other adventurers Dick Smith, Peter Pigott and Hans Tholstrup. He flew fixed wing planes and helicopters around Australia, rode a motorcycle from Sydney to Perth and then back across the country, and also drove across the Simpson Desert. He was nearly killed twice: crashing and sinking his amphibian aircraft, once in the Everglades of Florida and the other off the Kimberley coast of north Western Australia. He and Gaby landed on Lake Eyre when it was full in 1990. He was a keen helicopter pilot and flew around Australia and into the outback exploring remote and wild areas.

The subject of Nev's flying exploits leads us to his association with VH-CAT. And who better to tell that story than none other than Philip Dulhunty. The following is Philip's tribute to Nev delivered at the Royal Sydney Yacht Squadron Friday 8 June 2012 following his funeral:

NEVILLE AND I BECAME CLOSE BUDDIES WHEN HE APPEARED ON THE SCENE WITH A FLYING BOAT – A LAKE AMPHIBIAN. I WAS THEN THE FOUNDER OF THE SEAPLANE PILOTS ASSOCIATION AND LOOKING FOR MEMBERS (ANY OLD ONE WOULD DO!). NEVILLE BECAME MORE THAN JUST A MEMBER, HE WAS "AN OFFICER AND A GENTLEMAN" AND WE FOUND WE HAD LOTS MORE IN COMMON THAN JUST FLYING.

NEVILLE'S INTRODUCTION TO SEAPLANES WAS PROBABLY BECAUSE HIS UNCLE, ONE GRAHAM POCKLEY DFC and BAR, WAS A FAMOUS SUNDERLAND FLYING BOAT CAPTAIN IN THE AUSTRALIAN NO 10 SQUADRON IN THE UK. AN AREA IN THE BAY OF BISCAY BECAME KNOWN AS "POCKLEY'S CORNER" BECAUSE HE WAS CREDITED WITH SINKING 3 U-BOATS THERE.

AFTER NEVILLE WORE OUT THE LAKE AMPHIBIAN, HE ACQUIRED A RENEGADE, AN UPGRADED VERSION WITH LOTS MORE HORSEPOWER AND THEN HE COMPETED WITH ME TO SEE WHO COULD HAVE THE MOST CRASHES. WHILST I WAS HAVING MY CRASHES DOWN HERE ON THE SOUTH COAST, NEVILLE HAD A 'BEAUTY' IN THE GULF OF CARPENTARIA.

AFTER THAT DICK SMITH CONNED HIM INTO BUYING HIS JET "LONGRANGER" HELICOPTER AND WE THOUGHT WE HAD LOST HIM FROM THE REAL WORLD OF AVIATION – BUT NOT SO! AN OPPORTUNITY CAME TO US TO ACQUIRE A REAL FLYING BOAT – A PBY CATLAINA WHICH HAD BEEN CONVERTED FROM ITS WARTIME ROLE AS A MARITIME PATROL BOMBER TO A BUSHFIRE WATER BOMBER IN PORTUGAL.

WITHOUT HESITATION NEVILLE RECOGNISED THE HISTORICAL IMPORTANCE OF THIS FAMOUS AIRCRAFT TO AUSTRALIA AND OFFERED A SUBSTANTIAL CONTRIBUTION TO ITS ACQUISITION. TOGETHER WE ORGANISED FOR THE CATALINA TO BE SERVICED AND FLOWN TO AUSTRALIA WHERE IT BECAME PART OF THE HARS FLEET. HARS HAD "TAX DEDUCTIBLE" STATUS FOR CONTRIBUTIONS SO OUR SPONSORS MADE THEIR DONATIONS TO THEM UNDER AN AGREEMENT WITH US IN THE SEAPLANE PILOTS ASSOC.

SUBSEQUENTLY A SECOND "CAT" BECAME AVAILABLE FROM THE PORTUGUESE LITTER AND NEVILLE PROPOSED WE BAG THAT TOO. THIS TIME THOUGH WE FORMED TOGETHER A NEW ORGANISATION WITH ITS OWN TAX DEDUCTIBILITY STATUS. HENCE THE CATALINA FLYING MEMORIAL LTD AND THE "NEW" CAT SITTING OUT AT BANKSTOWN.

IT HAS BEEN NEVILLE'S INTENTION THAT THIS CAT, NOW REGISTERED OFFICIALLY AS VH-CAT, BE OPERATED AND EVENTUALLY STATIONED AT THE HERITAGE LISTED WARTIME BASE AT RATHMINES ON LAKE MACQUARIE. WHEN OFFICIALLY REGISTERED UNDER THE WARBIROD CATEGORY IT MAY BE FLOWN WITH "ADVENTURE" PASSENGERS AND BECOME PART OF THE VOLUNTEER MARINE RESCUE AND CUSTOMS WATCH ORGANISATIONS - PROUDLY BEARING NEVILLE'S LOGO.

WE WERE FORTUNATE LAST MONTH TO HAVE NEVILLE AT BANKSTOWN APPEARING ON A SPECIAL DOCUMENTARY BEING MADE IN SUPPORT OF THIS PROJECT.

THERE ARE NOW ABOUT 150 MEMBERS OF THE CAT CLUB - ALL OF THEM ARE AWARE OF NEVILLE'S PART IN ITS ACTIVITIES AND HAVE ASKED ME TO EXTEND THEIR SYMPATHIES TO GABY AND ALL FAMILY MEMBERS.

## PHILIP

The fact that we now have two airworthy Catalinas (VH-CAT and the HARS Cat VH-PBZ) is due in large part to Nev's substantial financial contribution to their purchase. In fact, Nev's contribution was the largest of all the donations that financed the purchase of VH-CAT.

On 7 December 2008, the day VH-CAT arrived at Bankstown at the end of its ferry flight from Portugal, Nev & Gaby Kennard kindly put on a good spread with sandwiches, cheese, biscuits and Champaign (naturally!). More than enough to feed the hungry horde anxiously awaiting the big moment of its arrival.

I hope this article successfully conveys what a diverse, talented and generous man Nev was. Without him, there would be no Catalina Flying Memorial Ltd and no Catalinas flying in Australia today.



**Nev (R) with Geoff Hazelton the day VH-CAT arrived at Bankstown Airport –  
7 December 2008**



**Nev (R) with CFML Volunteer Len Linfoot and Gaby Kennard during Nev's final visit to VH-CAT on 10 March 2012.**

Vale Neville Kennard. We will all miss you greatly. Words can't begin to describe how thankful we are for your being here.

Colin Cool  
Editor

## **Restoration of VH-CAT – the work continues**

Despite the set-back of Nev's passing, life does go on, and as such, so does the work on VH-CAT, just as Nev would have wanted. The photos below (courtesy of Patricio Parrague) show our volunteers continuing to beaver away on their slow journey to getting her flying again.



**Tom Gollan (L) and friend at work on one of the water doors which is about to be removed for repairs**



**David Sieber hard at work**



**Roger Matthysen working on the RH float pylon**



**Nigel Patrick looks on as David Sieber works on one of the water doors  
(that's Patrick O'Hara on the left)**





**Our volunteers take a well-earned break  
(L-R): Terry Woolard, David Sieber, Roger Matthysen, Len Linfoot, John Goldsborough, unknown, Patrick O'Hara**

Folks, you can greatly assist these hard-working volunteers with a tax-deductible donation. For your added convenience, we now have a facility where you can make donations directly to us via our website! Just hit the big yellow "DONATE" button on the Home page.

Colin Cool  
Editor

## **It's lovely to be appreciated!**

Following the issue of our March newsletter, we received the following email from Lyn Ingles advising us of the passing of her father, FSGT Ivan Joseph Londish.

It is letters like this that help make it all worthwhile!

Dear Phil

I have just received your newsletter and my father loved to read them and did so until just recently when he could no longer see properly, so I read them to him. It gave him great happiness to see his Cats being rebuilt and loved as they should be.

I thought you might like to know that my gorgeous father, Flight Sgt. A.G Ivan Joseph Londish, 11th Squadron – Catalinas, US 5th Air Force Liberators 1940 – 1945 lost his life's final battle with cancer in the Castlemaine Rehab Hospital, Victoria, on March 12 surrounded by his wife, children and grandchildren.

He was a proud RAAF member till the end and loved his Cats immensely. He is sadly missed in our ranks and I am notifying you and others in your ranks we have an airman down in our family. His wife Marie Irving Londish is still living.

I am attaching some pics of Dad for any other members that may have known him. He is buried in Woodend Cemetery, Victoria.



Thank you

Regards  
Lyn

Lyn, we thank not only your father for what he did for his country during the war, but we thank you for your kind letter.

Colin Cool  
Editor

## **Book Release - RNZAF Catalina Book**

In April, we received the following advice from Jenny Scott:

Dear Catalina Flying Memorial

I have just returned from R.N.Z.A.F. 75th Anniversary celebrations where I launched my book, DUMBO DIARY: RNZAF No.6 (Flying Boat) Squadron 1943-1945.

It primarily relates to New Zealand and U.S. PBV operations from Fiji, Espiritu Santo and Halavo Bay, but I wonder if some of your members would be interested.

It is available online at:

<http://www.lulu.com/shop/jenny-scott/dumbo-diary-royal-new-zealand-air-force-no6-flying-boat-squadron-1943-1945/hardcover/product-18929187.html>

Photos that also maybe of interest are on my Flickr site at:

- [http://www.flickr.com/photos/adelaide\\_archivist](http://www.flickr.com/photos/adelaide_archivist) and
- [http://www.flickr.com/photos/adelaide\\_archivist/sets/72157604150119757/](http://www.flickr.com/photos/adelaide_archivist/sets/72157604150119757/)

Regards  
Jenny

Jenny Scott  
South Australia

## Look what I've got!

I thought I would take this opportunity to share with you my latest acquisition – a 1/75 scale model of Ansett Short Sandringham VH-BRC (made of mahogany). See photos below:





**What detail!**



**Now, come on, admit it, you're all envious, aren't you?**

So, where do you get it?

The model comes from Airjet Advance Models. Airjet are the only supplier of mahogany scale model aircraft licensed by Qantas to build models depicting Qantas aircraft from any era in its history.

Anyone wishing to have models of this or other aircraft custom-built (perhaps your own if you own one!) may contact Dean Vince, who is the Managing Director of Airjet Advance Models. All models cost \$350 plus \$25 pp each. In my opinion, as far as accuracy and detail are concerned, Airjet produce the best quality mahogany models I've seen.

If you wish to have a model custom made (as was the case with VH-BRC), Airjet will work with you to ensure your model is as accurate as possible, using any information you can provide such as drawings, photos etc. I must warn you that you do have to work hard with Airjet to achieve accuracy – so it helps if you are prepared to:

- supply as many photos and drawings as is necessary to achieve the desired level of accuracy
- work hard to make any corrections to the model as it progresses. The models are made in the Philippines and they will send you photos of the model as it progresses so that you can review them and make corrections as necessary. My advice here is that you do this very thoroughly and carefully. Whilst it's amazing what they can get right and notice in detail, they can also get some things astonishingly wrong – remember, they don't know the aircraft like you

do, so you should not take anything for granted. This process may undergo a few iterations but with a little patience you will eventually get there, the end result is most rewarding.

An excellent model for an excellent price!

The contact details for Dean are as follows:

Dean Vince, Managing Director

AIRJET Advance Models  
PO Box 953, St Ives, NSW 2075 AUSTRALIA  
T +61 1 800 AIRJET (247538) | M +61 434 276 222 | F +61 2 9988 3561 |  
dean.vince@airjet.com.au



**Airjet Advance Models 1:50 scale model of VH-CAT presented to Philip Dulhunty**

Colin Cool  
Editor

## **Australia now has a Grumman Albatross**

On Saturday 21 April, I decided to drop in on our boys over at Bankstown to catch up and say Hi. While I was there, what should happen? A gorgeous, gleaming Grumman G.111 Albatross turns up on our front door step!

Currently carrying US registration N42MY, she is the last Albatross ever built (in 1961, so it is the same age as me!), but she looks as if she just rolled off the Grumman production line, not a scratch on her. A beautiful looking aeroplane indeed.

The aircraft has arrived in Australia to take her place as the centre piece of a tourist operation to be based on the Kimberley Coast of north Western Australia where, I would assume, she will find her way on to the Australian civil register.

She arrived in Newcastle by ship from the US and was hoisted by crane from the ship onto the water. She then took to the air and flew through Sydney, Melbourne and Adelaide on her way to Perth.



**Albatross gets a hose-down  
Colin Cool (L) with Tony Pitt from AirAg Aviation Services (and CFML  
volunteer)**

Needless to say, I took heaps of pictures like the one above and couldn't wait to share them via email with my mates from the CFML and Seaplane Pilots Association Australia (SPAA).

One of the recipients was Philip Dartnell who wasted no time in getting over the Bankstown the following day and met with the owner Mack McCormack and in the process, managed to bum a ride on the Albatross when it flew over to Rose Bay the following day. There it landed, taxied all the way up to the Opera House, then back to Rose Bay from where it took off and returned to Bankstown.

Philip captured this rare and exciting opportunity on film. This footage is available on Youtube as follows:

<http://youtu.be/BNRPxL6Acn0>

<http://youtu.be/-7fTjkNiyIU>

<http://youtu.be/1yuIwKAprBw>

<http://youtu.be/IUNRnixXCX8>

<http://youtu.be/sUnmeOB9z3M>

<http://youtu.be/ujXInduA5Ko>

<http://youtu.be/IDdorsdCGeY>

<http://youtu.be/SSI0fWjYMcs>

<http://youtu.be/bx61xqYqUjg>

<http://youtu.be/V76-ofUzV3o>

The landing also featured on the afternoon news on Channel 7 here in Sydney. The following link should take you there:

<http://au.news.yahoo.com/video/nsw/-/watch/29047557/vintage-seaplane-lands-in-sydney/>

An excited Philip Dartnell, still in a state of complete euphoria wrote the following words to me as soon as he returned to his office following the flight:

Back in the regular world of my office at North Sydney still in disbelief I've been on a "Sydney harbour cruise" in an Albatross! It really was just amazing. The sound of the Wrights at full power was something incredible to behold.

Folks, I think the excitement and interest something like this generates is precisely what drives many of us to support a project like ours. We are all working hard to bring to reality our dream of reviving the days when the spectacle of a large flying boat taking off and landing at places like Rose Bay, Rathmines etc is more the norm than a rare event. Once this starts happening, there's no telling how much support we will get.

Colin Cool  
Editor

## **New Members/Donations**

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

### **One year Members**

- Gino Petrovich
- Steven Petrovich



- Shirley M. Gillett
- Mrs J.M. Gale

## Donations

- Gino and Steven Petrovich - \$100
- Philip Dulhunty - \$3686.62 for the purchase books which we were short of!
- Catherine Hill Bay RSL Sub-Branch - \$300
- Inverell RSL Sub-Branch - \$500
- Shirley M. Gillett - \$50
- Mrs Jeannette St John - \$50
- Returned Sailors Soldiers and Airmen's Imperial League of Australia - \$50
- John Bourke - \$100
- Mrs J M Gale – \$100
- Mrs Betty R Jones - \$100
- Bert Morton - \$300
- Nancy Wilkinson - \$200
- P E Lawrence - \$100
- Brian Wray - \$100
- Mrs J Peirce - \$50
- Valeria Wilson - \$100
- Jean Lindquist - \$100
- City of Albury RSL Sub Branch - \$100
- Jack Just - \$300.60
- Ian Bishop - \$50

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](mailto:colin.cool@jemena.com.au)).