



THE CATALINA NEWS

ISSUE No 83 - SUMMER 2015

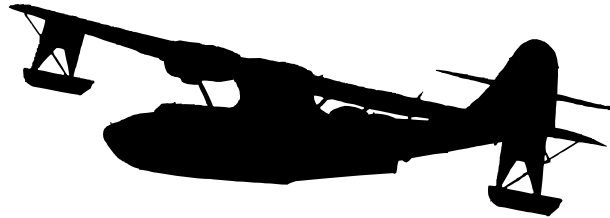


**Thirty years ago this year, Plane Sailing Air Displays Ltd started operations with its first Catalina. Here she is over the Kent coast on February 20th 1985 at the end of the ferry flight from South Africa and inbound to RAF Manston. Soon afterwards she had been repainted in RAF colours and was flying all over Europe
(see inside front cover) Arthur Gibson**

PHOTOPAGE



Plane Sailing Air Displays Ltd operated its Wright Cyclone-powered 'Super Cat' between 1985 and 1998. This photograph was taken by a Royal Navy photographer in the vicinity of RNAS Portland in Dorset during an event there and before the aircraft had blister turrets placed back on the rear hull. It was painted to represent the RAF Catalina JV928/Y of 210 Squadron as flown by Flt Lt John Cruickshank when he was awarded the Victoria Cross. Later, it was repainted in RCAF colours as 9754/P to represent the other Catalina VC holder David Hornell, its Captain. Whilst with Plane Sailing, this Catalina was registered as G-BLSC and then VR-BPS and VP-BPS RNAS Portland



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Please note that renewal of membership of The Catalina Society will be invited annually. A reminder will be sent as appropriate to your date of joining.

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INTRODUCTION

2015 sees the thirtieth anniversary of our first year as a Catalina operator! Where has all that time gone? It was back in 1984 that my great friend and fellow RAF fast-jet pilot John Watts and I started to look for a Catalina that could be made airworthy and brought to the UK to operate on the European airshow circuit. At the time we wanted a display aircraft that was 'different' and the Catalina was certainly that. We found what we were looking for in South Africa and with the help of various people, including Pete Rushen and Dizzy Addicott, we got the aircraft into good enough shape to make the long ferry flight to England. This was accomplished by John, Keith Sissons and Pete with myself joining the trip in Sardinia where I was flying Harriers on the gunnery ranges there. We arrived safely at RAF Manston on February 20th, 1985 accompanied by a RAF Nimrod 'escort' and our partner Arthur Gibson's Piper Aztec photo-plane. This was to be the start of a great adventure that continues to this day, albeit with a different Catalina to the one we started out with and a very different operating model running in the background.

Since our first display at Rotterdam in

May 1985 (our first British show was at Biggin Hill the next weekend), we have performed at literally hundreds of air displays from Arctic Norway and Iceland in the north to Gibraltar in the south and Northern Ireland in the west to Moscow in the east! Along the way we have also used our aircraft for long-distance charters including a trip to South and North America with Peter Stuyvesant Travel and for commercial sponsorship work for such diverse companies as Rawlplug, Boots the Chemist, the Peroni brewery and the S.Orsola Asti wine company.

Over those thirty years we have had tremendous support from many pilots, shareholders, our own staff, volunteers, airshow organisers, people in the aviation industry, regulators and enthusiastic supporters such as you the reader. Thanks to you all. It's been a great journey and I hope we will continue to operate our wonderful flying boat for many years to come.

Our engineer Garry Short has been working hard with the 'Cat Pack' volunteers to ensure that *Miss Pick Up* is ready not just for this year's display season but also a great adventure in Greenland – see the news about the trip elsewhere in this magazine. Meanwhile Natalie

Gwyther has been busy drumming up display bookings around Europe.

Best wishes to you all.

Paul Warren Wilson

CAT CALL

With the start of the new display season we look forward to more Catalina adventures around Europe as we take *Miss Pick Up* to various air displays and shows. This year we have the added excitement of a trip to Greenland and you can read more about this in this edition of *The Catalina News*. We also bring you wide-ranging articles including memories of flying RAF Catalinas in the Indian Ocean, a piece about a US Navy Catalina that ended up being used as garden sheds, some new material we have found relating to the original Catalina *Miss Pick Up*, some rather sad news about a superb Catalina model in Iceland and all the usual updates, feedback, book reviews and *World Catalina News*.

But whilst we look forward to this season, we also have good reason to look back and reflect, firstly because the Catalina as a type has just celebrated its 80th birthday! It



Our first Catalina undertaking promotional work for Rawlplug on the River Thames in the late-'80s before the rear blisters were installed David Legg collection



The prototype XP3Y-1 flying boat that led to the famous PBV line, here seen on May 15th 1936 taking off from the sea near San Diego, California David Legg collection

was not called the Catalina then of course but the XP3Y-1, the first of 3,281 in the series and first flew on March 21st, 1935. I bet the design team would have been amazed to know that there were still a few airworthy examples well into the 21st century!

The other reason to look back is that 2015 is the 30th anniversary of our own Catalina operation. Our first aircraft, shown on our inside front cover, was initially based at RAF Barkston Heath in Lincolnshire and a small number of us started what was to become the 'Cat Pack' group of volunteers, caring for her and following her to displays. I well remember being at RAF Manston the day this Catalina arrived in the UK and the 400 mile round trips to Lincolnshire to work on her at weekends! I was lucky enough to be on board for the inaugural British display at Biggin Hill on May 11th 1985 for my first ever Catalina flight. Little did I know that thirty years later I'd still be involved!

I hope you enjoy this issue. Do keep supporting us.

David Legg: Editor

IN THE HANGAR by David Legg

Following our last flights of 2014 (at our Potential Shareholder Open day on October 5th and a private charter on the same day), our engineer Garry Short set to

work to prepare the aircraft for the winter maintenance period inside our Duxford hangar. Once the Catalina was squeezed safely inside, he started to work through a list of routine and not so routine jobs, working to a timeline intended to see the Catalina airborne again in time for our first display commitments in early May.

In recent years, we have been working to replace all the older rubber-style flexible hoses on the aircraft with modern ones - generally these are Teflon which is more expensive than our existing fittings but lighter and with a long life. This work has continued over the 2014/2015 winter period.

By far the biggest project this winter has been the installation of a new window in the port forward cabin to match that fitted to the starboard side last winter. This part of the aeroplane, originally used by the navigator and radio/radar operator, now has six seats in it and was a bit of a 'coal hole' with no outward view for anyone sitting in the four forward seats, at least until last year. The starboard rectangular window, although quite small, allowed passengers to see what was going on and also let in a good amount of natural light. This year, passengers in the two port side seats in the front cabin will also be able to see out! A great improvement all round. This project has involved a good deal of work, initially producing the necessary plans and getting them signed off, and then cutting and re-skinning quite a large area of hull. We are lucky that Garry

specialises in metalwork so we have just the right man for the job. When required, he has been ably assisted by Mark Shirley.

The other sizeable project was to remove the port engine, dispatch it to the USA for complete overhaul, and then re-install it upon its return. This was all completed successfully with the P&W being hoisted back into place on Friday March 27th. The engine shop involved with the overhaul was Anderson Aeromotive of Grangeville, Idaho - see www.andersonaeromotive.net (although the site is a little out of date).

As I write this, Garry and Cat Pack 'vollies' will be working hard to ensure the Catalina can fly again in late-April ready for crew training (Stop Press - the Cat' flew successfully for the first time this year on April 20th - Ed.). Meanwhile, a regular 'fixture' in our hangar during the winter has been 'Cat Pack' volunteer 'Baz' Stead who sets up a table and talks to museum visitors about the Catalina and often persuades them to support us by joining the Catalina Society. He is a great ambassador for our Catalina operation and a worthy recipient of The John Watts Trophy, awarded every year to the person who has contributed most to the organization. He was unable to be at our crew Christmas party when the award was announced but the trophy was later presented to him in the hangar at Duxford. Well done Baz!

From time to time during the long period that we have been operating, we have lost members of our team but it is particularly



Our lovely new engine fresh back from the workshops of Anderson Aeromotive in Idaho and ready for hoisting aloft to be mated to the engine mounts on the port wing

David Whitworth



'Baz' Stead receives The John Watts Trophy at Duxford from, on the left, shareholder and co-pilot Gareth Bliss and Trevor Birch, one of our Crew Chiefs, on the right

sad to report the passing of one of our comparatively young 'Cat Pack' members. Rob Clements, who was only 38, passed away on April 11th after a long battle with illness. He had been with us for several years although his illness had prevented him from working on the Catalina for a while. His funeral was held at St Andrew's Church, Histon in Cambridgeshire on April 23rd and we take this opportunity to record our thanks to him for the hours he put in at Duxford and publicly offer the crew's condolences to his family

OPERATION WORLD FIRST – A CATALINA RETURNS TO GREENLAND by David Legg

In our last edition, I wrote a short piece about Greenlandic stamps featuring Catalinas, one of which had been released not long before. What could not be disclosed at that time was that plans to fly our own Catalina to Greenland in 2015 were being hatched. Now, more can be revealed!.....

In October last year, Chief Pilot Paul Warren Wilson announced that Worksoop College in Nottinghamshire had chosen the Catalina for a project to take students to a remote lake in Greenland. The students will be accompanied by our pilots and engineer. This very exciting charter will take place during July and promises to be a great experience for both the students and the crew!

Worksoop College was founded by the pioneering educational reformer Canon Nathaniel Woodard and opened in September 1895. The college places the individual at the heart of the educational experience and is a "Woodard school in the Anglican tradition". Within a Christian context it aims to develop resilient, adaptable, independent learners; to support, challenge and extend the academic and individual endeavour of

every member of its community regardless of background; to develop strength of character through a diverse extra-curricular programme, leadership and service and the promotion of sound moral values for each individual; to provide a supportive community and to provide an environment that nurtures, encourages and guides pupils for their time at the School and in preparation for the future. In 2015, for a few lucky students, these aims will be furthered through a trip to Greenland in a Second World War flying boat!

Under the banner of "*Your mission, should you choose to accept it ...*", the College announced *Operation World First* by stating that it believed students are just as capable and often more capable of incredible feats than the adult population. It went on to say that this expedition will complete numerous world firsts and that the only real prerequisite is grit and determination. It asked the question: "Do they have what it takes?"

The College website says that the chosen group of students will fly in our Catalina in stages, all the way to Ittoqqortoormiit in Greenland via stopping points in Scotland and Iceland. Upon arrival, the Catalina will land on a lake and, after inflating rafts and paddling to the shore, the party will establish a base camp and acclimatise for a few days before climbing previously unclimbed peaks, naming them as they go, and carrying out research for their biodiversity project work. Throughout the expedition, the students will be in tents although, given that it will be light for almost 24 hours a day, they may choose to sleep in the open. All members of the group will take on designated roles of responsibility – there will be no passengers! After three weeks of survival with no contact or support, the Catalina will return to the lake and fly the students home to England.

The expedition will be led by Neal Gwynne and Al Halewood; both are International Mountain Leaders and are veterans of numerous Greenland expeditions. They have kindly given their services for free. There will be an expedition doctor who has agreed to support the expedition at no cost. He is a specialist in wilderness medicine and a veteran of numerous mountaineering expeditions. There will also be staff from Worksoop College and then there will be the nine lucky students. The chosen ones have been training in the Lake District and in the Cairngorms and participating in a programme of physical training in the months leading up to the expedition. There have not been recce trips in advance

to the tops of the unclimbed Greenland mountains! The group from the very start has been playing a central part in planning routes and equipment lists. There are no shops along the way and meticulous planning is essential! – all of the food and the majority of equipment will be sent by ship some months in advance.

In order to maintain momentum and keep the "Greenies" focused on their goal this summer, the group has been meeting every Monday lunchtime to discuss upcoming fundraising events, to exchange ideas on building fitness levels and to chat about anything that has come up since they last met. Getting all the group together at once was a prime opportunity to ask them how they feel about the Challenge and what was on their minds. The nine lucky students are Shirlyn Gathoni, Huw Robinson, Helen Platt-Hawkins, Duncan McGregor-Riley, Abigail Mounde, Calum Goodwin, James Hawkins, Georgina Adams and Ellie Tattershall. Interviews with them may be accessed via the [Worksoop College website](http://WorksoopCollege.com) at www.co.uk/OperationWorldFirst/index.html and this will be updated as the expedition draws nearer.

So what is the Catalina's involvement in this adventure? At the time of writing, so subject to possible change for operational reasons, it will depart Duxford on July 7th and proceed to Stornoway and then on to Akureyri in Iceland. There may be a water landing and intermediate refuelling stop before reaching Stornoway. On July 8th the aircraft, crew and students will fly on to Constable Point in Greenland. Constable Point Airport, also known as Mittarfik Nerlerit Inaat, is in the Sermersooq municipality of eastern Greenland, located on Jameson Land and it serves the town of Ittoqqortoormiit, approximately 40 km to the south-east. Ittoqqortoormiit, "the place with the big houses", has one of the smallest populations in Greenland and is the most northerly situated town in East Greenland. The village is located at Scoresby Sound which with its ancillary fjords is the largest fjord complex in the world and also the world's longest fjord.

On July 9th, the Catalina will make two return trips from Constable Point to the lake where the students will disembark and go ashore in their dinghies. The following day, the aircraft will transit back to Iceland and will remain at Reykjavik until July 27th when it will fly back to Constable Point. On July 28th, the appropriately named *Miss Pick Up* will once again make two trips from Constable Point to the lake and bring the students back before flying them to Akureyri on the

2015 DISPLAY DIARY

Although part of our 2015 display season will be spent in a rather remote location far away from the busy European airshow circuit, we will nonetheless be flying at as many events as we can. An early provisional list appears below but we must stress that this is subject to change (and expansion we hope!) as the year moves on. If you are visiting our Duxford base hoping to see the Catalina, please do bear in mind too that the aircraft often departs to shows ahead of the actual display dates and may stopover away from base between shows. Updates to the list below will be published on our Catalina Society website at www.catalina.org.uk and on our 'ops' site at www.catalina.cardinal-technologies.com/events.asp

We also hope to be taking part in one of the brilliant GoActionStations air-to-air photography events in early-October

May 3 rd	Abingdon Air & Country Show, Dalton Barracks, Abingdon, Oxfordshire
May 23 rd	Llandudno Air Show, Llandudno beach, North Wales (flying only – not land-based)
May 23 rd /24 th	VE Day Anniversary Airshow, Duxford, Cambs
June 14 th	RAF Cosford Air Show, RAF Cosford, Shropshire
June 27 th /28 th	Chalke Valley History Festival, Ebbesbourne Wake, Wilts (flying only – based at Middle Wallop)
July 4 th /5 th	Fly In Koksijde, Koksijde, Belgium
July 7 th /August 1 st	Aircraft away in Greenland/Iceland
August 15 th /16 th	Roskilde Airshow 2015, Roskilde, Denmark
August 22 nd /23 rd	Fly-in, Lac Lemman, Geneva, Switzerland
September 6 th	Scottish Airshow, Ayr Seafront & Prestwick Airport, South Ayrshire, Scotland
September 19 th /20 th	Festa al Cel, Barcelona, Spain
September 26 th /27 th	Nîmes-Garons airshow, Nîmes, France
October 4 th	GoActionStations air-to-air photography event (provisional – see www.goactionstations.co.uk)



Miss Pick Up displaying at Duxford last year. We all look forward to seeing more of this in 2015!

Brian A Marshall



A map of the area in which Miss Pick Up will be operating with the students from Workstop College. Akureyri can be seen on the northern coast of Iceland, Reykjavik in the south-west and Ittoqqortoormiit a third of the way up Greenland's east coast

30th, to Stornoway on the 31st and, finally, back to Duxford on August 1st.

The Catalina will be operating throughout with 2 pilots plus Garry Short as engineer. There will also be a third pilot on standby down route. The logistics are somewhat complicated, with the third pilot as well as some of the others involved with the project positioning by civil flights to Iceland and on to Constable Point. The intention is to have Plane Sailing 'reps' stationed along the route as far as Akureyri to give ground support.

This will not be the first time that Plane Sailing Air Displays Ltd has been involved in an exciting, long-distance project and we are very much looking forward to making the aviation part of this one a great

success. Watch this space!

WORLD WAR TWO MEMORIES OF ADDU ATOLL BY JOHN RANKIN

John Rankin was a Royal Canadian Air Force Flying Officer, number J.12752 attached to 413 (RCAF) Squadron, Royal Air Force between 1943 and 1944. Here he shares with us some personal memories as well as a formal document describing a very significant reconnaissance flight that he was involved in.....

“Where does one start on memories some 72 years after the event? I arrived at Koggala on the southern tip of Ceylon (now Sri Lanka) as part of a replacement

crew and aircraft for 413 (RCAF) Squadron in early-1943 after a long trip. In 1942, the Japanese had tried to invade Ceylon but 413's Sqn Ldr Len Burchill on his first op out of Koggala spotted their fleet and sent the message that warned 'Group' that an invasion was imminent. Unfortunately, he was shot down by Zeros but was picked up and spent the rest of the war as a prisoner in Japan. Churchill referred to him as the 'Saviour of Ceylon'. He survived to become an Air Commodore with the post-war RCAF.

I spent a tour of ops in the Indian Ocean including Aden, Addu Atoll, Kelai, Malé in the Maldives, the Seychelles and Diego Garcia, most of it on anti-sub and search and rescue flights. I was proud to be the navigator on the longest ever photo-recce flight of WWII – 28 hours non-stop to photograph the Cocos Keeling Atoll. The options we had if we did not find this speck in the Indian Ocean were incredible – 1) to return to Ceylon; 2) to proceed to Australia or, 3) to go to Indonesia, ditch the Catalina then take to the jungle with 'occupation money' and a .45!. Fortunately, we did not have to choose as the operation was a success and we returned to Koggala.

Upon completion of my tour, I was sent to Addu Atoll as CO of the base. To quote my log book: “Flt Lt JP Rankin was attached to 28 Advanced Flying Boat Base (AFBB) as Commanding Officer from September 28th, 1944 with an establishment of 128 men and 2 officers for the operation of Catalinas and Sunderlands. Grp Capt G Francis, CO RAF Station Koggala”. We were responsible for re-arming and refuelling aircraft. All our aviation gas had been shipped out of Singapore prior to the invasion and fall of that base (Seletar). All the gas was in 5-gallon cans that were really old. They had to be taken out to the aircraft by the bowser launch then handed to the upper surface of the wing then emptied into the tanks. All the fuel had to be filtered through a felt hat to remove impurities. A Catalina capacity was 1,460 gallons, a lot of work to handle 294 cans! We had contact with 222 Group by radio and a radar beacon that could be turned on when requested by aircraft. It was crude but appreciated by crews coming back from an ops trip on a black night. The Maldivian Government in Malé arrived at a wartime agreement with the RAF and RCAF for the hiring of natives who worked on the base. Money was something that was unknown to the natives at that time so, each day, I had to don my hat and watch the payment of each of the native workers - one pound of flour and three ounces of sugar per diem for their daily efforts.



The rather spartan airport at Constable Point which will be the Catalina's initial arrival point in Greenland during Operation World First

The natives were friendly and happy and crime was nearly non-existent. One of our airmen lost a wallet so I called on the Sheriff on Hittadu and he had the wallet and culprit in no time. The Sheriff carried a leather belt studded with copper rivets that was very effective on law violaters! Adultery meant immediate banishment to an unoccupied island in the atoll for life! Some food and water was all the rations to make it their own. Pretty severe!

I can recall seeing in the lagoon a three-masted schooner, a ship of the Maldivian Navy complete with canons! I do not know what happened to it but next morning it was gone. Other mornings the lagoon would be occupied with a carrier or battleship, a cruiser or two and a bunch of destroyers. We had a 45 ft high speed launch to travel to the RAF base at Gan. At that time the Royal Navy had a Supermarine Walrus flown by a RN type known as 'Wings'. He also used to fly a Fairey Swordfish known as the 'stringbag'. We got to be good friends with 'Wings' (he liked our beer and liquor!) and there was nothing he would not do for his Canadian friends. Need cards for a game of bridge? – call 'Wings'. Fresh fish? – over would come the Walrus and he would



A map showing the Cocos Islands, subject of John Rankin's long survey flight in March 1944

drop two grenades into the water and we would have fish for everybody for a week!

We had a fire on the island that threatened our petrol dump but were able to save the building and the fuel. The island was still really in the Stone Age, very primitive but happy. I can still hear the natives returning from Gan in their boats in the dark, singing to keep the evil spirits away (as Abdullah, my 'man' of 14 told me). The Officers' Mess was used by visiting aircrew and we had reasonable food – a lot of Brussels sprouts that I still cannot stand to this day! We had liquor rations flown in and then it was party time! One day we received a shipment of bricks instead of Johnnie Walker and this required an

immediate trip to our radio shack for an urgent signal regarding this 'emergency'. The booze was on the next aircraft to arrive!

These were a few of the interesting things that happened on Hittadu during my short tour of duty at 28 AFBB – nothing exciting but great sunsets and a wonderful ocean breeze that swept over Addu Atoll. In later years, the Maldivian Government was smart enough to see the atolls in terms of tourism dollars. Today it is a paradise with jet aircraft services and luxurious accommodation.

One short story to close. There was one trip we flew from Kelai to Diego Garcia. On board was Lt General Wetherill of South East Asia Command (SEAC) who was on an inspection trip of all our Indian Ocean bases. He wanted to sit in the blister area of our Catalina so I warned him not to open either of them. He did and away went his flat hat and scrambled eggs into the ocean below. We landed on Diego Garcia to check out the copra crop, necessary for rope during the war. Apart from a plantation manager and a few natives we were the sole inhabitants of Diego'. In fact we were only the second Catalina to land there. Upon our return to Koggala the General had us line up and he presented the crew with 5,000 Woodbines whereupon our Flight Engineer from Halifax, NS piped up, "Holy mackerel, we give those to the natives!". With that, the General spun on his heels, never to be seen again by the crew!."

At the start of these memories, John Rankin mentions the recce flight to the Cocos Keeling Islands and the report makes interesting reading. The two-page paper is marked 'Top Secret' and is entitled Photographic Reconnaissance of Cocos Islands. What follows has been put together by your Editor from the original report.

The aircraft used was Catalina AH549/F of 413 (RCAF) Sqn and the crew consisted of Acting Sqn Ldr GH Bayly, Captain; Flt Lt WW Fink, 2nd Pilot; F/O JP Rankin, 1st Navigator; P/O AJ Eades, 2nd Navigator; W/O AW Dow, 1st Wireless Operator; F/O EB Pulford, 2nd Wireless Operator; Flt Sgt GG Corp, 1st Fitter and Flt Sgt IJ Davies, 2nd Fitter. All of the crew were RCAF personnel except Eades, Corp and Davies who were RAF. The flight took place during the period 8th to 9th March, 1944 and it was of 28 hours duration. During the survey over the Cocos the weather was fair to fine throughout with 2 to 3/10ths of Cumulus cloud with a base at 2,300 ft and a top level

of 5,000 ft. Visibility was 20 miles with a wind of some 10 knots from 047 degrees.

Before the reconnaissance commenced, Catalina AH549 was selected and after removing spare equipment from the Flight Engineer's compartment, cradles were fitted on the port side to take four extra tanks. It was subsequently decided to fit an extra tank on the starboard side, flush on top of the keel of the Engineer's tank. All tanks were installed and filled within 48 hours. These additional tanks had a total capacity of 360 gallons (3 x 80 gallons and 2 x 60 gallons) bringing the maximum capacity of the aircraft up to 1,820 gallons.

The Catalina was equipped with an F.24 aerial camera that was electrically operated and mounted at the 'rear hatch' on a Type 25 mounting. The original plans called for a Camera Operator to accompany the aircraft but in order to keep the weight of the aircraft to a minimum it was decided to use the first navigator (F/O Rankin) as the operator. Runs were worked out and plotted for the photographic shots with aperture set at f5.6 and a shutter speed of 1/250th of a second. A long lead was installed to enable the camera to be turned on and off from the cockpit.

The Catalina was given a ground compass swing and the navigators were briefed by the Squadron Navigation Officer. It was decided that takeoff time should be five hours before sunset thus enabling the navigators to use Astro Navigation during the 1,460 nautical miles over water (on the original document, the word 'hours' has been substituted by hand for 'minutes' – see note on timings in next paragraph). It was also pointed out that if landfall was not made within 20 minutes of ETA then the sortie would have to be cancelled owing to the fact that there would not be enough fuel remaining to carry out the photographic reconnaissance and get back to base.

According to the top secret report, Catalina AH549 was airborne from Koggala at 12.29 hours on March 8th, 1944 and, at 01:22 hours, reconnaissance photography commenced as ordered by 'Form Green' but in reverse order, starting from Ross Island. At 02:10 hours, the crew started taking line overlaps around the coast and the exercise was completed at 02:22 hours. All photos were taken at an altitude of 10,000 ft and the mosaic was finished in an hour. The Catalina then headed back to Koggala from the vicinity of Horsburgh Island arriving back at 16:17 hours on March 9th, an airborne time of around 28 hours and a distance of 3,032



A crew photo taken at Koggala in January 1944. The Catalina in the background is probably AH567. John Rankin is in the front row, far right. Flt Sgt W Lyons is front row, far left (it was the latter's son, John Lyons, who put me in touch with John Rankin)

nautical miles. (NB: all times in the document are quoted as 'Zulu'—Ed.) The Cocos Islands are a small group in the middle of the Indian Ocean, so accurate navigation was key to the mission's success. It was decided that each of the navigators on board for the flight would carry out different work; one would concentrate on plotting whilst the other would take Astro sights and drifts. This worked extremely well. Only one three-course wind was found; two-course winds saved considerable time which was a vital factor of this sortie. Astro navigation was used shortly after takeoff. The Astrograph was used for one fix but it was decided that it was just as rapid and accurate working sights out in the normal manner. This was immediately put into use and found to be successful. The Astro fixes, two and three star, showed the aircraft to be on track but ahead of DR (dead reckoning) position. It was also found that a mean track could be plotted from the fixes and a good average ground speed recorded. Time checks were frequently obtained and the navigators were able to keep their watches within four seconds accuracy. A front had to be passed through, requiring the Catalina to descend to 1,500 ft for one hour, thereafter gaining altitude to 10,000 ft.

Pre-dawn fixes were obtained, the checking position showing the navigators that tail winds were greater than those anticipated, altering the ETA to one hour earlier than planned. This made the use of the leading position line from the sun impossible, its altitude being too low. There were three errors of some 60 miles caused by the great amount of refraction. The remaining 250 miles from the east Astro fix to the islands were completed by DR. The first indications that land was near were white streaks seen on the water some fifteen minutes before ETA. Two

minutes after ETA, land was sighted seven miles ahead and slightly to starboard.

On the return flight, H/F D/F bearings were obtained but were found to be unsatisfactory. DR was carried on with Astro' after last light. They checked with DR and when landfall was made, it was within 5 miles of base and five minutes outside the ETA.

In summary, the report shows that, in terms of navigation, there were a total of 38 drifts (12 using the Astro Compass by day and 17 by night plus 9 using a drift sight by day); 55 single Astro sightings (12 by day and 43 by night) and 16 Astro fixes.

Upon completion of the flight and the photographic analysis that followed, the Group Photography Section pronounced the mission highly successful!

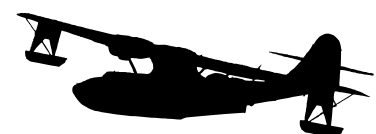
Readers may be interested in a little more information about Catalina AH549 which was used for the 28-hour Cocos reconnaissance. Editorial files show that it was one of 40 aircraft ordered from the manufacturer under Contract F-210 by the French Government but diverted to the RAF when France was overrun and unable to take delivery. Given the Consolidated hull number 82, it was ferried from San Diego, California where it was built, to Bermuda before being flown on to Pembroke Dock between April 11th and 12th, 1941. It was allotted to 240 Sqn a few days later but sustained damage in late-June, 1941, initially assessed as Cat.Ac then Cat.B at which point it was transferred to 43 Group. Having been repaired, it was re-assigned to 240 Sqn and was delivered to Lough Erne by Flt Lt Hayter on September 26th, 1941. It was given the squadron code BN-F and it flew its first operational sortie (a convoy escort) on October 2nd. Between November 17th and 30th it was detached to Invergordon and then returned to Lough Erne, NI before going to RAF Greenock for its first Major Inspection on January 2nd, 1942. The overhaul was completed on February 4th and AH549 flew back to Lough Erne the next day. Later that month, AH549 and three other Catalinas were selected for transfer to the Far East but in the event it did not go and was replaced by AH553 of 209 Sqn although it did get as far as Pembroke Dock before its transfer was rescinded. After a spell with 209', it went back to 240' and was prepared for ferry overseas at RAF Calshot in late-March, 1942 and from there it was flown in stages to RAF Koggala in Ceylon for 413 (Canadian) Sqn, becoming squadron code QL-F after arrival on May 24th. It was to remain with 413 Sqn until struck off

charge on December 31st, 1944 and although its main base was Koggala, it was detached to a number of others around the Indian Ocean Theatre.

In the interim, it had a number of interesting experiences including its first use as a photo-recce aircraft when between July 1st and 3rd, 1942 it surveyed Addu Atoll. A month after its return, it suffered the indignity of what is known these days as 'friendly fire' when it was attacked by two Royal Navy Fairey Fulmars during a Fleet shadowing exercise on August 3rd. The attack caused considerable damage to the Catalina's ailerons, rudder controls, floats and fuel tanks but a successful night landing was made back at base without the aid of stabilising floats. Sadly, the Flight Engineer, Sgt Meiklejohn, was killed in the attack and WOP/AG Sgt DK Palmer was wounded. As a result of this incident, AH549 was put out of service until February 1943 when it was air-tested, after prolonged repairs to its Cat.B damage, at Koggala on the 7th. There was a sad postscript to this saga as, during repairs to the wing fuel tanks, LAC JC Milner was overcome by fumes and died shortly afterwards.

During March 1943, AH549 was once again used for aerial survey when it flew from Koggala to Addu Atoll and then on to the northern Maldives. It visited Malé and Kelai during this exercise that ran from March 5th to 18th. On March 22nd, it was detached with its crew to Aden and by the end of July it was at Karachi, returning to Koggala for a 'major' by the end of August. It was back at Kelai by New Year's Eve.

On February 1st, 1944 it was involved with two 205 Sqn Catalinas in the rescue of surviving seaman from the SS *Fort Buckingham*, an incident that we covered in some detail many years ago in *The Catalina News*. The following month, AH549 carried out the Cocos photo recce described above and it then spent most of the rest of 1944 at Koggala and Addu Atoll before being replaced on squadron strength by the newer Catalina IVB JX333. This rest was short-lived as by the end of October it had in turn replaced AJ161/W on 413 Sqn's strength. 413 Sqn became non-operational on December 8th, 1944 and although AH549 was considered for transfer to other squadrons it was struck off charge on December 31st and probably scrapped or scuttled locally.



SOME THOUGHTS ON THE LOSS OF CATALINA JX273 by Robert A Hinde (formerly 145050 F/Lt, RAFVR)

We have pleasure in publishing a contribution from 'Society member Robert Hinde received early last year.....

I have only recently seen the 77th issue of *The Catalina News* and read with great interest the article on the loss of JX273 on May 12th, 1944. This aircraft was engaged on an Operational Flying Exercise involving three legs: Oban to Barra, Barra to a point to the southwest, and a return to base in Oban. Unfortunately, due in part to the weather, crew misunderstandings, and instrument problems, they flew into Watersay, at the extreme southern tip of the Outer Hebrides, just south of Barra. Three of the crew of nine were killed. At that time, I was second pilot on Catalina JX272. We had crewed up at Killadeas in Northern Ireland and were then posted to 302 Ferry Training Unit at Oban. After completing the requirements of the FTU, including the OFE that had brought disaster to JX273, we flew in six stages to Karachi and on to 413 RCAF Squadron in Koggala, Ceylon (now Sri Lanka). We had thus followed much the same course that JX273 should have taken had disaster not intervened.

When we arrived at Karachi I received a telegram from my sister asking me to contact my parents as soon as I could. It turned out that they had had a letter of sympathy for my being missing and they could get no information about me from the Air Ministry. Their distress must have

been exacerbated by the fact that earlier in the war my brother, a Captain in the RAMC, had been reported missing while on his way abroad and they had been unable to get any information from the War Office for a number of weeks. They were finally told that the troopship on which he had been travelling had been torpedoed off West Africa and he had died of wounds and exposure after two weeks in a lifeboat — “In great pain, I should say” as one of the survivors later wrote. Naturally my parents were afraid that I, likewise on my way abroad, had also died. Much later it transpired that the letter of sympathy they had received came from the lady in Oban on whom I had been billeted: presumably she mistook the name of Patrick Hine, who had died in JX273, for mine. I write this because war reports too often mention only the killed or wounded and not the agonies of the next of kin. My parents were never the same again.

As far as I remember, I heard nothing of the loss of JX273, but I always wondered what had caused my landlady in Oban to write that letter to my parents. I vaguely remember a rumour that a Cat' from Oban had pranged in the Hebrides. Sixty-four years later, when my wife and I were in Oban, I noticed a sign across the road indicating the War and Peace Museum. We discovered a really marvelous museum concerned with the war as fought from the west of Scotland. This small but first class museum should be visited by anyone with connections to World War II in the Atlantic (this excellent museum is also mentioned in *Feedback* in this issue – Ed.). One of the very helpful attendants told me of the loss of a Catalina on

Watersay at around the time I had left Oban for India. So the mystery of my landlady's letter was partly solved. The article in *The Catalina News* fills in the details.

There is one other issue that I would like to mention. Your report on the loss of JX273 hints at lack of communication amongst the crew as well as a discrepancy between the pilot's and navigator's compasses. When we in JX272 were flying the same route on an OFE a few days earlier we also might have bought it. When a hundred or more miles west of Barra, we started to lose height as one engine went dead. The skipper was just managing to maintain height until the second engine followed suit. The W/Op sent out SOS messages as fast as he could, and I was calling MAYDAY on the R/T while reflecting on our survival possibilities after a night sea landing with a wind of around 30 kts, and watching the altimeter falling rapidly. At around 300 feet the engineer got the engines going again, first one and then the other, and we returned to Oban safely.

It turned out that the engineer had failed to switch tanks when he should have and the engines had been starved of fuel. Furthermore, the W/Op had failed to wind out the trailing aerial, so the SOS messages were never transmitted. And the Maydays I sent were never received, presumably because there were no ships within the limited range of our R/T. The whole thing was a gigantic cock-up. Perhaps I should not report this, but since I am over 90 it is unlikely that there is anyone to be offended! I have no idea what the repercussions were at base because the skipper always held his cards very close to his chest. But taken with the report of the accident to JX273, it would suggest that crew training at the FTU was not entirely adequate.

Whilst writing, I cannot resist a comment on what it was like to be based at Koggala, or more specifically on Addu Atoll. We were required to make very long trips, with 16 hours not unusual. We were looking for the Japanese Fleet as well as submarines and sometimes had to fly almost at sea level for hours on end in order to keep below Japanese radar. I remember the requirement as being 60 feet above the waves, but would not swear to it. Although we carried two, sometimes three, pilots this was extremely tiring as we had no radio altimeter. The trick was to keep an absolutely constant head position and line up the waves with a point on the window such that the waves appeared to be just turning to streamers. At the Atoll, refueling was a problem. There was no bowser and the crew had to form a human chain to pass cans from



JX280/A was a 413 Sqn Catalina IVA in which Robert Hinde flew in during a detachment from Koggala to Addu Atoll in the Maldives

Here are some extra photos that show the progress of the work on *The Catalina*



A close-up of the work that has been carried out by engineer Garry Short on the port side forward hull of *Miss Pick Up* at Duxford this winter. The new window is to the left and it can be seen that the whole area has been 'beefed-up' structurally. In due course, the metalwork will be painted white to match the rest of the hull David Legg



Successfully airborne! *Miss Pick Up* gets airborne from Duxford on April 22nd at the start of a snag-free first flight for 2015 David Whitworth

TO PAGE EXTRA

Support the article in this edition of
aa News.....



One of the sheds at Glomel in France partly made from Catalina components. The US 'star and bar' insignia looks as if it was originally from the forward section of the hull Charles Street



A wartime photo of the original OA-10A Catalina 44-33915 *Miss Pick Up* of the 5th ERS, 8th Air Force at Halesworth in Suffolk. Even the jeep is marked up '5 ERS'!

water level to the top of the wing. It was hard work!

But it was navigation that posed the real problem. Pilots had been through navigator training, so the navigator got some rest from time to time. No aids of any sort: no beacons, no landmarks, no loop fixes or any of the paraphernalia available in Europe. Admittedly the hand-held sextants were built to average sixty shots but effectively we had to rely on dead-reckoning and some astro to return to the tiny atoll on which we were based. Our best moment was when a destroyer we were escorting into Addu Atoll signalled with Aldis "Where is Addu Atoll?" From 2,000 ft it was hard not to reply "Over there."

The compensation lay in the idyllic days off. The island was very narrow, coral leading to the sea in one direction, sand leading to the lagoon in the other. Happy days beachcombing with fascinating shore fauna, the occasional glimpse of a Maldivian woman disappearing shyly between palm trees — very different from the Maldives as I imagine them today. I was quite sorry to be sent home for Captain's training and conversion to Sunderlands.

CATALINA SHEDS IN FRANCE by David Legg & Charles Street

Back in January 1945, a US Navy PB5Y-5A Catalina flying to the UK from Morocco had to make a precautionary landing on a lake in Brittany. It crashed the following day whilst taking off but this small incident lives on because some parts of the wreck were made into garden buildings and these still survive! Here is the story based on Editorial files and emails from Charles Street who knows the local area well.....

PB5Y-5A amphibian BuNo 48289 was built by Consolidated at its San Diego factory and was accepted on charge and delivered on November 3rd, 1943. It was allocated to its first operational squadron, VP-84, in the second half of that month but passed on to VPB-63 in August 1944, being delivered to Port Lyautey in Morocco on August 7th. Once there it was given the plane number '23'. In January 1945 it was one of four aircraft ordered to RAF Dunkeswell in Devon from where MAD-Cat flights were to be made over the English Channel. MAD stood for Magnetic Anomaly Detection and the intention was that these aircraft would be used to find enemy submarines in the area. Two of these four aircraft had rather more exciting transit flights from Morocco than expected!

BuNo 46518/'22' reached the Channel Islands only to be hit by German flak whilst overflying Jersey on January 11th. An emergency landing was made at Lessay, France after which the crew flew on to Cherbourg where repairs were carried out. It safely arrived at Dunkeswell a couple of days later. The crew of BuNo 48289 were less fortunate.

Upon encountering poor weather over France on January 11th, 48289's pilots decided to make a precautionary landing on a small reservoir at Glomel in the Côtes-d'Armor area of Brittany. The landing was successful but on the following day the Catalina failed to get properly airborne and it was written off after overrunning the embankment at the end of the lake. The Accident Summary Sheet confirms that the aircraft was damaged enough to be stricken. Apparently the PB5Y had hit an unidentified object on the water surface, possibly a log, part way through the takeoff run which led to a loss of speed. The pilots continued the run but then entered an area of water that was partly frozen. The aircraft subsequently failed to take off and came to rest in a hedgerow some distance beyond the reservoir's embankment causing substantial damage to the aft hull, bow area, starboard wing and float. Both leading edges were damaged because of contact with trees.

The crew, none of whom were seriously

injured, were Pilot Lt William D. Ray A-1 USNR; Lt(jg) John C. Fox USNR; Lt(jg) Joseph C. Logue USNR; Lt(jg) Russell E. Asper USNR; Ens Ninian B. Primm USNR; Ens William H. DeVette USNR; Amm2c R. A. Taylor USNR; Amm2c I. C. Wicker USNR; Amm3c J. Pawlick USNR; Rm2c P. H. Wireman USNR; Rm3c E. H. Colomb USNR; Rm3c L. J. Hatchett USNR; Rm3c D. W. Miller USNR; Aom3c C. F. Pettitt USNR; Aom3c A. L. Bell USNR and Amm2c M. H. Kent USNR.

It seems that at some point after the accident, a local property owner salvaged parts of the damaged aircraft and quite substantial wing panels and other structural parts from the hull were later used as walls of small farm buildings. One part even has the US 'star' still very clearly visible upon it. These sheds have survived to the present day although the adjacent house has recently been sold. My correspondent Charles Street, who had hoped to buy the house, fears for their future. Charles says that the area where the Catalina came to rest is now covered by a car park and tennis courts but that the reservoir is still a beautiful and peaceful place.

Charles added that back in the 1990s, some surviving members of the original crew had a reunion in the area and letters they subsequently wrote are filed in Glomel's Marie. It seems they were treated well on both occasions they visited! From numerous photos provided by Charles, it is clear that quite a substantial amount of Catalina wreckage



One of the sheds at Glomel with one wall made up entirely of Catalina components, at least some of which are from the internal wing structure Charles Street

has been used in the buildings and that more panels are dumped in nearby undergrowth. Although these components are probably not much use as spares now, it would be sad if the buildings they are part of are not saved.

GIANT SCALE CATALINA MODEL CRASHES IN ICELAND by David Legg

We recently heard sad news from Iceland telling us that Sturla Snorrason's beautiful radio controlled Catalina model had been virtually destroyed in a flying accident last summer.....

When we took our own full-size Catalina to Iceland in 2012 to help Icelandair celebrate its 75th anniversary, Sturla had his model on static display beside us and we marvelled at the work that had been put into his superb replica. At a scale of 1:8, it had a wingspan of 13 feet and both undercarriage and floats were fully working, enabling the model to land on water when required. Both retraction mechanisms were built by Sturla in his workshop and were based on plans of the original full-size items. The model boasted 3 R/C receivers, 6 batteries and 14 servos with the wing floats being driven by a Model 380 6V motor in the wing centre section and additional components from Kyosho R/C cars. The large model could be broken down for transportation with the outer wing sections being removeable.

Having successfully built his model, Sturla advertised his plans, retract mechanisms, engine cowls and blisters for sale to other budding constructors.

Iceland itself has a rich Catalina heritage and as well as playing host to aircraft from the US Navy, Royal Air Force and Royal Canadian Air Force during WWII, several commercial aircraft, including two former RAF MkIII amphibians, were used by Icelandic airlines. In addition, a PBY-6A amphibian was used by the Icelandic Directorate of Civil Aviation and, later, by the Icelandic Coast Guard.

Sturla decided to paint his Catalina model to represent TF-RVG, one of two Catalinas used by Loftleidir Icelandic Airlines. The original aircraft was built for the USAAF as an OA-10A Catalina by Canadian Vickers Ltd at Cartierville in Quebec. After the war it was sold as surplus and was acquired by Loftleidir and converted to 20-passenger configuration for services around Iceland. It was named *Vestfirðingur*. In February 1953 it was sold in Canada and later became a survey aircraft then a water bomber before being pensioned off in 1987. It survives to this day on open-air display at Botwood in Newfoundland.

The Catalina is not the only extraordinary model that Sturla has made and for a while he concentrated on flying a large scale DC-3. After fifteen flights, he went back to flying the Catalina and all was well until a flight on August 1st last year when in Sturla's words: "something went terribly wrong". As the 'Cat' was coming in to land, two of the receivers seemed to 'go on hold' and the model dived into the ground, spreading wreckage over quite an area. The Catalina was in pretty bad shape to say the least but in due course Sturla decided to rebuild it and this project is ongoing at the present time. I am sure readers will join me in wishing Sturla every success.

For more photos and information, visit Sturla's website at www.rcsturla.com and its embedded Facebook link and the on-line forum at <http://www.rcgroups.com/forums/showthread.php?t=2245875>

MISS PICK UP – MORE INFORMATION SURFACES BY DAVID LEGG

Most readers will know that our Duxford-based Catalina is painted to represent an original USAAF OA-10A Catalina based at RAF Halesworth in the first part of 1945. It was on the strength of the 5th Emergency Rescue Squadron, 8th Air Force and was used on rescue mission to pick up downed airmen in the North Sea.....

Some time after making the decision to paint our aircraft as '44-33915' we located original wartime black and white photos showing the *Miss Pick Up* 'nose art' and subsequently, with the help of aviation photographer and graphic artist John Dibbs, were able to reproduce the original artwork on the forward hull of our 'Cat'. Over the last couple of years, our beautiful young lady has been removed from each side of the hull as we have installed new windows in the forward section behind the cockpit. However, we hope to put her in her rightful place very soon!

Meanwhile, another wartime photo of *Miss Pick Up* and her crew has surfaced and is reproduced here. This was sent to us by Wayne Neet, a relative of one of the crew and shows the Catalina with what we believe are her usual personnel – when *Miss Pick Up* was sunk in the North Sea by a Luftwaffe Me 262 jet on March 31st, 1945 she was being flown by another crew. The photo is almost certainly posed but it gives a good idea of USAAF Catalina crew clothing from that period. Wayne told us that although his father is now deceased, he recalls him saying that he was rather glad he had not been on the last flight of *Miss Pick Up* and lamenting the fact that his tool kit went to the bottom of the North Sea with his aircraft! In the photo, John D (Jack) Neet is on the far left. Another photo shows 44-33915 having returned from a rescue mission in a photo that appears to be an operational one and not posed. The Catalina's serial is visible on the vertical tail surfaces, abbreviated to '433915' as was the custom. Note that the jeep in the foreground has the unit number '5 ERS' painted on the bumper. Interestingly, a similar photo appears in the book *The Mighty Eighth* by Roger A Freeman but with the serial mis-quoted in the caption as 44-33913. We now have a



Sturla's Catalina model looking absolutely superb before its crash last year



Wayne Neet's photo of Miss Pick Up's regular wartime crew whilst stationed at Halesworth, Suffolk in 1945. The Catalina's captain Jack Neet is on the far left of the group via Wayne Neet

number of photos of the original '915 taken at a variety of locations during 1945 – Halesworth, Debden and Duxford.

The 5th ERS OA-10As were built at Cartierville, Quebec by Canadian Vickers Ltd and 44-33915 was accepted by the USAAF there on May 12th, 1944. Initially, it went to the Curtiss-Wright Modification Center to receive instrumentation and radio equipment and was then assigned to the 5th ERS at Keesler Field, Biloxi, Mississippi in August, 1944. On December 12th it left Keesler Field for Morrison Field, West Palm Beach, Florida on the first part of its transfer to the UK. Its pilot was 1st Lt William C Thatcher.

We have recently been sent a copy of the Operations Order Extract dated December 18th, 1944 authorising the movement of six OA-10A Catalinas including 44-33915 from Morrison Field. The other aircraft were 44-33916, 44-33917, 44-33920, 44-33922 and 44-33923. The crew for 44-33915 is listed as 1st Lt William C Thatcher (Pilot); 2nd Lt Norman L Baker (Co-pilot); 1st Lt John D Neet (Navigator); Cpl William H York (Engineer); S/Sgt Hamilton W Lufkin (Radio Operator) and Sgt Francis E Glasser (Radio Observer). The Operations Order was originated by HQ 1103rd AAF Base Unit, Caribbean Div, Air Transport Command, Morrison Field and numbered 427. It quotes the authority for the movement of these aircraft as the Letter HQ, AAF 6 July 44, file AAF 370.5 (5 Jul44) FUB-R-AF-M and it mentions Project 92736 WP. Part of the Order appears to have been censored and there is no mention, for example, of the final

destination for the Catalinas.

The Order has been annotated by the pilot William C Thatcher to the effect that the document could be used in lieu (sic) of a pass. As an aside, the pilot of 44-33923 is listed in the document as 2nd Lt John V Lapenas who was the captain of 44-33915 *Miss Pick Up* when it was lost in the North Sea. 44-33915 finally left Florida for the UK on December 22nd, 1944.

Thanks to Wayne Neet for the crew photo and Jean-Christophe Polet for the copy of the Operations Order

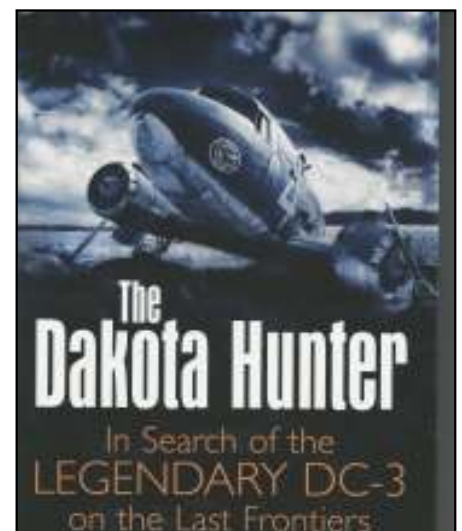
REVIEW COLUMN by David Legg

As usual, I am very grateful to publishers who provide books for review. I hope that you will find these reviews useful and wish to find out more about some of the titles. Contact details may be found at the end of the article.....

Author **Hans Wiesman** is well known to us at Plane Sailing Air Displays Ltd as, back in the 1990s, he arranged to use our first Catalina to fly the *Peter Stuyvesant Travel Odyssey* from Europe to South and North America, having used another Catalina – Z-CAT - for the same purpose in the previous year, 1993. A Catalina lover, his introduction to the type came in his boyhood when his father was working out in the Far East as an engineer with a Shell Oil Company subsidiary. Shell and KLM/Garuda Catalinas were often used as the mode of transport for moving around

in Borneo and Indonesia and the flying boat made a huge impression on the young Hans, so much so that he determined to use one when later in his professional life he organized the two *Flying Odysseys*. But, however much he loved the 'PBY', the aircraft that has really been his lifelong passion (along with Harley-Davidson motorcycles!) is the C-47/DC-3/Dakota, the type that flew him to hospital in Balikpapan after a serious and life-threatening accident when he was a small boy. The damage was repaired but the fanaticism has endured! His subsequent career involved working with various firms in the tobacco industry and in due course he became the sponsorship and promotion director in the Turmac/Rothmans group. This also led to involvement in the Pall Mall Export Clothing Co (PME) and Hans spent much of his life travelling the world and getting involved in all sorts of exciting activities that enabled him to indulge in what by then had developed into a huge passion – Dakota hunting!

Hans Wiesman's recently published book *The Dakota Hunter* starts as a childhood and early-career biography before describing his later activities after leaving the Rothmans Group. Divided up into regional chapters, the reader is taken from Europe to the USA and US Gulf States then to exotic and often remote locations in Venezuela, Honduras, Bolivia, Colombia, Madagascar, Thailand, Alaska and the Yukon where Hans sought out many out of use and often derelict Dakotas, encountering all sorts of adventures and scrapes along the way. He has recovered airframes and components from all over the world, often transforming them into very collectible objets d'art. The fully illustrated book



The front cover of Hans Wiesman's recent book about his passion for old Dakotas

tells this story in an engaging and interesting way without resorting to masses of technical data and production tables etc although be prepared for many photos of seriously damaged and neglected Daks! – although Hans loves pristine aircraft, his rationale is to seek out the less-loved examples before they have all gone. There have been countless publications on the Dakota family of aircraft over the years but Hans's book, published by **Casemate UK Ltd**, is unusual because of its subject matter. Well worth acquiring, it costs £19.99 in the UK and is ISBN number 978-1-61200-258-3 (a digital version is also available). You can also sample what the book is about by going to www.dakotahunter.org

If Hans Wiesman's book concentrates on the less-loved and less than pristine examples of his favourite aeroplane, just the opposite is true of **Stuart McKay's Tiger! – the story of the DH.82 Tiger Moth**. Whilst there are a few photos of pranged and basket case Tigers, the bulk of the book is full of superb photos of in-service and beautifully maintained and restored Tigers. Stuart McKay will be no stranger to anyone with even a passing interest in de Havilland's iconic biplane as back in early-1975 he became the founding Secretary of the de Havilland Moth Club, a position he retains to this day as well as being the Editor of the club's magazine *The Moth* and organiser of the International Moth Rally held annually at Woburn Abbey. He has previously written two substantial books on the Tiger Moth as well as the DH. 60 Moth. The latest title, published by **Crécy** last year, is in fact a fully updated and revised version of his book *de Havilland Tiger Moth - legendary biplane trainer* which was released by Midland Publishing Ltd some 15 years ago. Indeed, although some photos appear in both books, this really is a complete re-working of the original title with much in the way of new material. The 26 chapters tell the story of the Tiger Moth from design and prototype stage all the way through pre-war and wartime use followed by its long and varied civilian career, right up to the present day where restored and airworthy examples are much sought after. My only criticism would be that there are no appendices covering production tables and surviving examples (the latter was included in the original book) – this is a shame given the otherwise encyclopaedic coverage contained within the book's 413 pages. The good news is that the price - £29.95 in the UK - is exactly the same as the 1999 version even though the new book has over 100 more pages! That price would seem to be remarkably good value too! The ISBN is

978-0-859-79182-3

Crécy are one of the leading aviation book publishers in the UK right now but another is **Hikoki** who consistently release interesting and scholarly titles – indeed Hikoki is one of Crécy's imprints. One fairly recent title that we have not previously reviewed is ***British Experimental Combat Aircraft of World War II – prototypes, research aircraft and failed production designs*** by **Tony Buttler**. Some 35 basic types are covered in detail, each chapter being supported by black and white photos and drawings and, in a few cases, by colour side views and photos. Alphabetically, these types range from the Blackburn B.20 and B.40 to the Westland Welkin with such types as the Handley-Page Manx, Martin Baker M.B.5 and Supermarine Spiteful and Seafang being covered along the way. It is likely that at least some of these aircraft will be familiar with anyone who is reasonably well-read on the subject of British aircraft but the advantage here is that they are all in one 'themed' book and placed in context as types that in many cases helped with the development and production of better-known and successful types. There is much here to interest fans of seaplanes with both floatplanes and flying boats being represented – these include the Blackburn B.20 and B.40 retractable hull flying boats, Blackburn B.44 single engine retractable float fighter, Saunders-Roe A.37 Shrimp and Short S.35 Shetland four-engine flying boat. The photographic coverage is very good with good sized, clear photos throughout and including a very interesting section depicting one-off and limited mods to production aircraft including the 'saddle tank' Avro Lancaster, the Short Seaford flying boat (modified Sunderland) and the rear turret Lysander conversion. An excellent book that makes a great addition to previous works both in magazines and books on experimental British aircraft and their testing. ISBN is 978-1-902109-2-44, price £34.95.

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CAT CONTACT COLUMN compiled by David Legg

This part of the magazine is open to members who have questions about Catalinas, or other flying boats, or who want to get in touch with other former-Catalina crew members. Sadly, there are

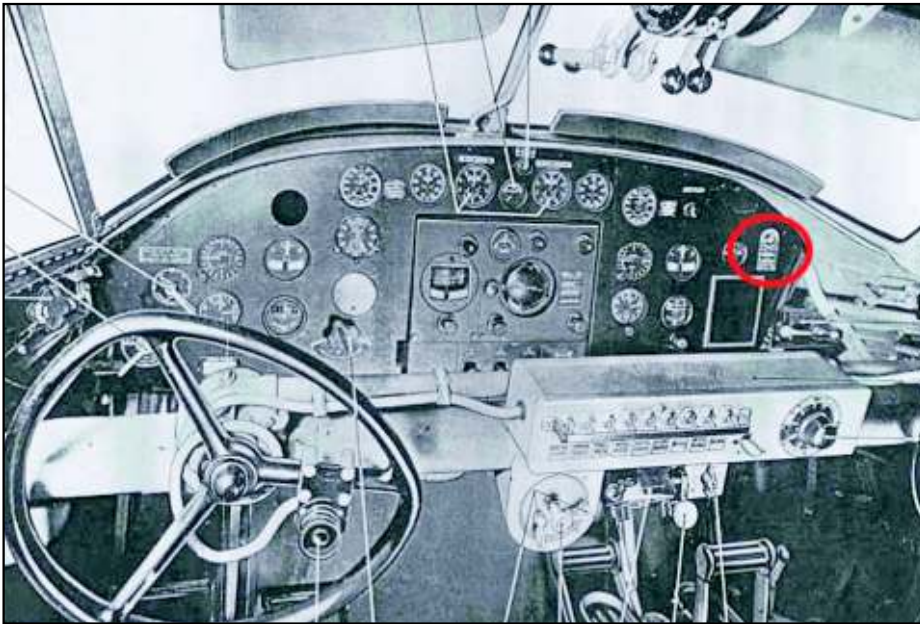
not so many of the latter around now so do make the most of this facility

Most of our queries come by e-mail these days, often via the Catalina Society website. Not all of them come from members but are of interest nonetheless. One such recent query was from Douglas J Hill who raised a query about a Catalina he had seen some years back. He wrote: "The last I knew of this 'plane it belonged to one Ben Kalka. It had been restored at an airport in Montana and it was seriously damaged there when it taxied off the runway and down an embankment. Apparently someone had put hydraulic fluid in the wrong reservoir and it had no brakes! I had heard rumours that it was moved somewhere in the State of Washington. Do you know anything about this plane?'"

My reply read as follows: "The aircraft involved was a former-US Navy PBY-5A registration N84857 and BuNo 33968, hull number 1522. As you say, it was badly damaged in an accident at Lewistown, Montana on May 9th, 1985 in the circumstances you describe, killing the pilot. It had been intended for the Israeli Defence Force Air Force Museum at Haterim but because of the accident the delivery did not happen.

The restorer, Ben Kalka, retained the aircraft and it went to Skagit County Airport, WA for rebuild, aided and abetted by one Ray Cox with whom I believe there was a 'falling out'. The damaged bow section was replaced with one from a former RCAF Canso A called *Sad Sack* that had previously been converted to a motor cruiser in Ontario, Canada (serial number 11092). Later it went to the PBY Memorial Foundation at Whidbey Island, WA and a few weeks ago was hauled by road from there to nearby Oak Harbor where it is on public view." The aforementioned move is covered in our *World Catalina News* section in this issue – Ed.

Another query via our web pages came from Geoff Dunham in Australia: "We are attempting to formally identify a PBY-5 believed to be RAAF Catalina A24-25 of 11 Sqn based at Cairns, Queensland. This aircraft was lost with its 11 crew on February 28th, 1943. The wreck was discovered at sea SE of Cairns in August 2013. The cockpit is crushed under a wing and all external markings are obscured by calcareous marine growth. Does the Society have images or diagrams which would show the exact location of any ID plates near entrances or on the floats etc. Engine numbers are known but the ID



Some early Catalinas had the manufacturer's plate affixed to the instrument panel at the far right hand side although whether A24-25's is still in place is not known

plates are lost. More than 30 dives have been made without a positive ID.”

This was my answer to the question: “A24-25 was lost as you say in your e-mail. It was originally built for the Royal Canadian Air Force as a Model 28-5MC but as we know it found its way eventually to the RAAF. Its hull number was 273 but it is likely also to have had the manufacturer's serial number 8 as it was the eighth aircraft built on that particular contract (CAN-78). As you will know, the serial A24-25 will have been painted on the rear of the hull below the fixed part of the vertical tail but if it is now covered that does not help much. The serial is unlikely to have been painted anywhere else on the airframe although it may be stamped in small numerals on some components. The problem is that many components (and that includes the floats) were built by sub-contractors and any manufacturer plates will be theirs and not Consolidated's and will not therefore include the aircraft serial number. It is unfortunate that the cockpit sounds to be inaccessible because that is likely to be the place where the aircraft's manufacturer's plate is to be found. I have attached a diagram and the plate, if it is there, will be found in the top right hand corner of the instrument panel, the furthest item to the right. One final thought - if the hinged cover is still in place on top of the bow turret, look on the undersurface as it is possible that the serial may be stencilled there. There is not much more I can add really except to say good luck and please keep me informed if you make any positive id.

Finally, Simon Jellicoe raised the following question: ”My uncle was Flt Lt

Graham John Deveney Bryant and he was on 210 Sqn. He died on November 16th, 1944 and I was led to believe by my mother that was killed in a Catalina flying boat accident, but I can't find any info that would fit the date. My Mother is 87 so her recollection isn't sharp but she says that he wasn't meant to be flying that day but as another guy was ill, he had to. I think he was an observer and the 'plane blew up. Please can you help?”

With a bit of research, I was able to pass on the following information: “Your uncle was one of nine crew that were posted as missing after the Catalina in which they were flying flew into the sea at night whilst on a low-level radar training exercise in position 58:02N x 03:42W off Brora, Sutherland, Scotland on November 16th, 1944. There was a 1,800' cloud ceiling with drizzle. At the time your uncle was an instructor based at Alness and was not part of the regular crew of this particular aircraft. The aircraft, together with two other 210 Sqn aircraft and four other crews, had been detached to Alness/Invergordon for Leigh Light training from the normal base of Sullom Voe in the Shetlands. For the record, the names of the other crew members that died were W/O B Williams, Fred Bave, Stan Greedy, Cyril Carman, MD Fletcher, CL Jones, Flt Sgt Chadbourne & W/O Boyce. Three of the regular crew were not on board on the fateful night, at least one due to illness, so your uncle must have been filling in for one of them as your mother said.

Although it may be outside the scope of your query, you may be interested in some information on the aircraft itself. It was a

Catalina IVA built by Consolidated at its San Diego plant with hull number 1510. Its RAF serial was JX266 and in 210 Squadron service it carried the individual aircraft letter 'G'. Its time with the RAF was relatively short-lived. It was delivered to the RAF from Gander, Newfoundland to Largs in Scotland between 22nd/23rd September '43 and went on to Saunders Roe at Beaumaris, Anglesey on 27th September for mods to RAF standards. It was received by 210 Squadron on August 9th after a period of storage at Wig Bay and with the BSP (Base Servicing Party) at Felixstowe in Suffolk. It was struck off charge as a result of its crash on the same day as the accident.

We close with the sad news that one of our lady supporters, Joyce Hotston, passed away a little while ago. Joyce was engaged to a Catalina crew member who lost his life in wartime service before they were married but she was happy to tell us her story and it was duly published in the magazine some years back. She enthusiastically supported us and greatly enjoyed a flight in our aircraft at a Society event at Duxford a few years back. Our condolences go out to her family.

FEEDBACK

In our last edition we published an article entitled *The Nomad that failed to wander* about a PBN-1 Nomad that set off on delivery to the Soviets but crashed shortly after take off from Elizabeth City, North Carolina. It was destroyed and several crew members were lost.....

Most of the production run of Nomads (a Naval Aircraft Factory re-design of the Catalina flying boat) were supplied to the Soviet Union under Lend-Lease and they were all delivered by air using different routes over either the North Atlantic or a more southerly route via Africa. Many of these flights involved mixed nationality crews and one such crew member was F/O Hugh Bremner, RCAF who was attached to 45 Group, RAF Transport Command ferrying aircraft from North America to wherever they were required. Extracts from his logbook may be found at <http://nostomaniac.ca/thb-ww2/thb-maps.html> and amongst various types it can be seen that he flew as 'Radio Navigator' aboard two PBN-1s on the first part of their delivery flights. On both occasions the captain was Sqn Ldr Moffit, presumably either RAF or RCAF and there were also unspecified Soviet crew members on board too.

The two entries in his log give interesting insight into the routes taken and the

timings involved as can be seen from the transcript below. They also show the lengthy return transit flights used to return the ferry crews back to their starting points. The routes for the two ferry flights were the same until reaching Port Lyautey after which the second flight went via Sicily rather than Djerba off Tunisia and using Fanara in Egypt rather than Kasfareet. Both Nomads were left in Iraq from where they were flown on to Russia by Soviet crews. It is also interesting to read in the log about how F/O Bremner returned after his part of the ferry flight was completed. After the first he flew from Habbaniyah to Cairo West on January 10th, 1945 in the BOAC Avro York G-AGJB before catching three different US Air Transport Command C-54s on a route that took in Payne Field, Cairo; Castel Benito; Oran; Casablanca; Lagens in the Azores; Bermuda; Washington, DC; New York and, finally, Dorval, Quebec, arriving there on January 20th. The last two legs were in commercial airliners of unspecified types. From Dorval he journeyed back to New York after a break of ten days and then flew on to Norfolk, VA via Washington, DC. He then reported to Elizabeth City once again for the second PBN-1 delivery described below.

When the ferry flight of Nomad 02927 to Iraq had been completed, F/O Bremner took a rather different route back to Canada. He flew from Habbaniyah to Cairo West via Lydda, Palestine in RAF Dakota KN333 before embarking on Transport Command's B-24 Liberator AL635 for the trip to Lagens via Rabat, French Morocco. From Lagens he was flown direct to Dorval and within a few days he was delivering Mosquito KB646 to Prestwick before flying back to Dorval in Liberator AL592. This appears to have completed his spell with 45 Group as the last entry is followed by a summary of flying with Ferry Command. This shows that he accumulated 259 hours 10 mins flying as Radio Operator/Navigator and 96 hours as a passenger on return trips.

The PBN-1 Nomad was an interesting attempt to improve on the original Consolidated design and included a revised bow turret, floats, hull profile and tailplane. The US Navy off-loaded the majority of its Nomads to the Soviet Union so its is debatable whether or not the re-design was a success although the revised hull shape was used on other flying boats later and the taller tail and full-span elevators were adopted in some number on the Boeing-built PB2B-2 Catalina flying boat and the PBV-6A amphibian. The Nomads were built by the Naval Aircraft Factory at Philadelphia in Pennsylvania

and after test flying would have been ferried to Elizabeth City for the onward trips to Russia.

Thanks to Jean-Christophe Polet for drawing my attention to the aforementioned website.....

A few issues ago we described the round-

Dates	Route and timings
PBN-1 Nomad serial 02904 – with Russian crew and some landings on water	
09Dec44	Elizabeth City, NC to San Juan, Puerto Rico. 48 mins (day), 8 hrs 30 mins (night)
10Dec44	San Juan, PR to Trinidad US Navy base. 4 hrs 30 mins (day)
11Dec44	Trinidad to Belém, Brazil. 9 hrs 22 mins (day)
12Dec44	Belém to Natal, Brazil. 7 hrs 15 mins (day)
14/15Dec44	Natal to Bathurst, Gambia. 2 hrs (day), 12 hrs 20 mins (night)
03Jan44	Local test flight from Bathurst after propeller replacement – see note below
03/04 Jan44	Bathurst to Port Lyautey, French Morocco. 1 hr 30 mins (day), 12 hrs 50 mins (night)
06Jan44	Port Lyautey to Djerba. 6 hrs 55 mins (day)
07/08Jan44	Djerba to Kasfareet, Egypt. 9 hrs 50 mins (night)
09Jan44	Kasfareet to Habbaniyah, Iraq. 4 hrs 10 mins
Notes: apparently, on the first attempt to leave Bathurst, one of the props detached on takeoff and a new one had to be flown in, hence the 03Jan44 test flight.	
PBN-1 Nomad serial 02927	
01Feb45	Elizabeth City, NC to San Juan, Puerto Rico. 8 hrs 15 mins (day)
04Feb45	San Juan, PR to Trinidad US Navy base. 4 hrs 12 mins (day)
08Feb45	Trinidad to Belém, Brazil. 8 hrs 35 mins (day)
09Feb45	Belém to Natal, Brazil. 6 hrs 40 mins (day)
16/17Feb45	Natal to Bathurst, Gambia. 3 hrs 30 mins (day), 10 hrs 25 mins (night)
17/18Feb45	Bathurst to Port Lyautey, French Morocco. 1 hr 15 mins (day), 11 hrs (night)
21Feb45	Port Lyautey to Port Lyautey. Recalled – reason not specified. 35 mins (day), 5 hrs (night)
25/26Feb45	Port Lyautey to Augusta, Sicily. 45 mins I(day), 10 hrs 45 mins (night)
27Feb45	Augusta to Fanara, Egypt. 6 hrs 50 mins (day)
03Mar45	Fanara to Habbaniyah, Iraq. 4 hrs 35 mins (day)

Britain flight *Project Hawker 2013* carried out by our Catalina to celebrate the centenary of a similar attempt by the Australian airman Harry Hawker. One of the stops along the way was Oban in Argyll and Bute, Scotland. While there, we met with a former RAF Catalina captain 'Jeff' Jeffries who was visiting the area on a nostalgic return to Oban, blissfully unaware that he was going to see an airworthy example of his beloved Cat! Jeff had in his possession an original document related to Catalina IVB JX588 that he had ferried, along with his crew, from Oban to ACSEA (Air Command, South East Asia) during March 1945. During his Oban sojourn, Jeff gifted this document to the local Oban War & Peace Museum whose Bill Leech copied it and subsequently passed it on to your Editor for our archive.

JX588 had been built by Boeing Aircraft of Canada Ltd at its Sea Island, Vancouver plant and was delivered to the UK by 45 Group in mid-September 1944 arriving at Largs on September 21st. After conversion to RAF standards it went to 302 Ferry Training Unit at Oban but it seems that upon arrival on December 11th it overshot the landing area and sustained Cat.B (FA) damage to its hull. Its

individual Aircraft Movement Card records that it was despatched to ACSEA on March 5th 1945, arriving at MAAF (Mediterranean Allied Air Forces) on March 10th and ACSEA on the 18th. Thereafter it was allocated to 240 Sqn before being struck off charge on

November 29th.

Jeff's document is interesting for the glimpse it gives into the background of the many long-range deliveries from the UK to RAF squadrons in far-flung parts of the world and the way it relates to the Aircraft Movement Card. The form is RAF Form 1256 *Royal Air Force – Aircraft Crew and Passenger List* and it lists the specific aircraft involved in the flight and full details of all the crew members – rank, number, name, religion, appointment or trade, parent unit or department (in this case listed as Oban) and whether crew or passenger and being posted or attached, departure point and destination (quoted as ACSEA for this particular flight), personal weight, baggage weight and total weight.

The form would have been part of the paperwork in the 'ship's bag' for the flight. Prior to departure, it was signed by W/O Jefferies as Captain and an indecipherable Flt Lt at Oban as the Despatching Officer. The same officer also signed the form as despatcher for the station of dispatch on March 4th, 1945, the rubber stamp quoting No. 37 RAF Embarkation Unit, Oban, Argyllshire (note that the date quoted on the Aircraft Record Card was March 5th). The next stamp is that of the Intermediate



Former Catalina Captain 'Jeff' Jeffries visits Miss Pick Up at Oban Airport during Project Hawker 2013. 68 years earlier, he delivered a Catalina IVA from there to the South East Asia theatre David Legg

Station No. 73 Staging Post RAF (this was Gibraltar – Ed.) whilst the next one is for the Intermediate Station named the Catalina Servicing Flight, Royal Air Force ME on March 11th. The location for the latter unit is not quoted. Interestingly, there is no stamp or sign-off on the form for the arrival at the final destination.

WORLD CATALINA NEWS by David Legg

There is a real mixture of news for this edition so without further ado, here it is!....



The hull of PBY-5A N423RS being unloaded at Fort Pierce, FL after its sea journey from the UK Neal Stebbing

The most significant news in Europe is the departure from England of **PBY-5A N423RS**. Only flown three times since its arrival at Duxford in September 1998, the promise of appearances on the European airshow circuit were never close to a reality although it was repainted from its former Greenpeace colours to a rather scruffy Coastal Command scheme whilst still at Duxford. Its three flights were Duxford to Lee-on-the Solent; Lee' to North Weald and North Weald to Biggin Hill and it spent extended periods of storage and maintenance at each of those bases with more than one ownership change along the way. Despite periods of extensive work by Mark Edwards of Airventure Ltd, the last owner decided to have it dismantled and shipped to the USA. It left Biggin Hill by road on January 19th this year and was loaded aboard a roll-on/roll-off freighter which sailed for Jacksonville, Florida via Le Havre on the 25th. Upon arrival in the 'States, it was transported by road to St Lucie County Airport, Fort Pierce, also in Florida, where restoration work will continue. Its owner is PBY Aviation although as at the end of March the FAA register still listed the owner as Wells Fargo Bank Northwest NA Trustee of Salt Lake City, Utah. Commenting on the dismantling job, Mark Edwards commented: "The job was interesting. We

were contacted by the owners last year about the project and how to finally get her moved to the US. We started work in mid-November. The centre section had probably never been off since it was built and special frames had to be constructed for the hull and centre section. Outer wing panels and other large components were crated. There were four containers full of other components loaded too and they went ahead of the airframe. Two more containers of spare parts went too. As you know it was always USA bound from 7 years ago...its just taken a while!". This leaves the UK with a Catalina population of just two – the Royal Danish Air Force **PBY-6A L-866** in the RAF Museum at RAF Cosford and our own **G-PBYA** at Duxford. A few years ago we had five!.....

Elsewhere in Europe, the Dutch **PBY-5A PH-PBY**, the oldest flyable Catalina in the world, is being prepared for another season of flying whilst **Canso A N9767** based near Paris with the organisation France's Flying Warbirds has been repainted with RCAF roundels and the hull code 'S' but does not seem to be very active, if at all. It does not appear on any of the FFW's show bookings on its website as yet although that could change.....

In Canada, the owners of **Canso A C-**



An artist's impression of what Canso A C-FUAW will look like when fully repainted in its original RCAF colours as 11024/K

FUAW, Pacific Flying Boats Ltd, continue to work on her at its Victoria, British Columbia base and along with the Catalina Preservation Society have great plans for a Catalina/Canso Fly-in during 2017 although that will be a long and expensive flight for many potential visitors! News on 'AW is that the re-paint in RCAF colours is almost complete and decals should have been added by now. It will fly as RCAF Canso A 11024/K, its original RCAF identity. The engines have been overhauled in Idaho (same engine shop as our own engine I would guess – Ed.). The airframe has been moved across Victoria airport to the Victoria Air Maintenance facility and a set of blisters are being worked on for eventual installation on the rear hull. In our last



Canso A C-FPQL/'9754' Mary K hangared at Hamilton, Ontario as seen by Peter Marson recently

edition, I said that C-FUAW was the only airworthy Catalina in Canada these days. I'd meant to say Western Canada as the Canadian Warplane Heritage has **Canso A C-FPQL** (painted as '9754') at Hamilton, Ontario although to be fair it has not flown for a while now.....

Still in Canada, one of our longest-standing members Peter Marson the eastern side visited recently and reported on a number of Catalina/Canso airframes see. He confirmed that the previously mentioned **C-FPQL/'9754' Mary K** is hangared at Hamilton and potentially airworthy whilst also a Hamilton is the hull of **Canso A 9825** acquired from elsewhere in Ontario a few years back and currently still stored outside in the open; **Canso A 11087** is still at its long-term home at the Canada Aviation and Space Museum at Rockcliffe, Ontario but is so hemmed in as to make it virtually impossible to photograph whilst, finally, another **Canso A, C-FPQK**, remains stored in the open at St Hubert in increasingly poor condition whilst its host museum, la Fondation Aérovision Québec, shows no sign of opening any time soon.....

Over the border in the USA there are several developments to report. The world's last active Catalina water bomber, Wright Cyclone-powered 'Super Cat' **PBY-6A N85U**, was retired from fire fighting a while back and has recently been undergoing maintenance including an engine change at Arlington, WA. It flew again a few weeks ago and is reported

as moving to, Pierce County Airport – Thun Field near Tacoma, also in Washington State. Apparently it is to be re-painted there in US Navy colours for use in the forthcoming film *Indianapolis*. Another 'Super Cat', **PBY-5A N287**, has been inactive for a while and up for sale. It now has a new owner – Cavanaugh Flight Museum at Addison, Houston, TX – and has been registered to Cavanaugh Air LLC but is believed to still be located in Florida awaiting delivery. The Cavanaugh Flight Museum is a great organization and has many aircraft on display including a



N84857 pictured during her move from the Whidbey Island Naval Air Station to Oak Harbor in January Ronald W Rogers

number that give passenger rides so it will be interesting to see what happens with the PBY in due course.....

The US FAA continues to 'tidy up' its civil aircraft register and a number of old Catalina registrations have been removed recently as 'expired'. The latest were all Catalinas flown by the Força Aérea Brasileira (FAB) and acquired by US owners when they were finally retired in the 1980s and later flown to the USA. All of them still exist as either static exhibits or restoration projects. The aircraft involved are **PBY-5A N4582T** (now under restoration at Floyd Bennett Field, NY) which was cancelled on December 3rd 2014 after expiring on June 30th, 2013; **PBY-5A N4582U** (on display at the Kirtland AFB museum in Albuquerque, NM) with same dates as per N4582T and **PBY-5A N4583B** (at the USAF Museum, Dayton, OH) with same expiry as above but cancelled on December 2nd, 2014. Two more ex-FAB Catalinas should be mentioned – **PBY-5A N4583A** (on open air display at NAS Jacksonville, FL) has not yet been cancelled but its registration also expired on June 30th, 2013 so presumably the FAA will get to it soon! The fifth aircraft is former RCAF **Canso A N4934H** (at the Historic Aviation Memorial Museum, Tyler, TX) which was cancelled back on June 7th, 2013.....

PBY-6A N7057C was acquired by the American Airpower Museum, Farmingdale, NY from the National Warplane Museum, Elmira-Corning, NY some time ago as an airworthy aircraft but

was subsequently grounded when it was found to have corrosion issues. The wing centre section is now with American Aero Services in New Smyrna Beach, Florida being worked on.....

During January, the **PBY-5A Catalina N84857 Gigi** owned by the PBY Memorial Foundation at Whidbey Island, WA was towed from its former site on the US Navy base to a new home adjacent to the 'Foundation's museum site in the town of Oak Harbor during the night of 24/25th January. This will mean that the PBY will be much more accessible to museum visitors in future. It is planned to have the wings put back in place by the times these words are read.....

In Greece, the former **Canso A N315KM** mentioned in our last edition has undergone structural changes to comply with Type Certificate TC-785. It appears on the US register as a PBY-5A and has recently received a new horn-balance rudder manufactured in Germany. A first flight is due soon.....

In Australia, the HARS **PBY-6A VH-PBZ** has been busy over the last few months appearing at a number of events including the 2014 Rathmines Catalina Festival on Octoberv 25th although on this occasion it was fly-bys only with no water landings. Meanwhile, work continues on the Catalina Flying Memorial Ltd **PBY-6A VH-CAT** at Bankstown Airport with the port engine being removed recently to facilitate repairs to corrosion found in the wing internal structure. The other CFML project involving the **PBY-5A N7238Z**, formerly in Puerto Rico, continues to move forward. Known locally as *Our Girl*, the Cat' is being restored to static configuration as a focal point for the proposed flying boat museum at Rathmines. At the present time, the hull is located at Toronto, just to the north of Rathmines, and the wings are at Kilaben Bay which is even closer to Rathmines.....

Silvano Jung has long campaigned for various WWII wrecks to be afforded protected status and he recently advised us of some success. The wrecks of **three US PBY flying boats** from PatWing 10 sunk in the first Japanese bombing raid on Darwin in 1942 are now to be permanently protected by the Northern Territory Government. The Minister for Lands and

Planning David Tollner has declared the wrecks 'heritage places', making it an offence to damage or remove items from the aircraft. "The bombing of Darwin was one of the most important and dramatic events in the history of the Territory and the whole nation," Minister Tollner said. "Many Australians died in the raids, but we should not lose sight of the sacrifices that were also made by our American allies here in the Territory. Australians and Americans fought and died together in the defence of freedom and the wrecks of these three aircraft are a lasting memorial to those brave men and women. Defence is woven into our history and the Territory Government is determined to protect that heritage and increase the public's awareness of it."

The three US Navy PBYs were all sunk at their moorings in Darwin Harbour's East Arm when more than 240 Japanese aircraft attacked on 19 February 1942. The seaplanes' crews were not on board at the time. Three warships were sunk in the attack, as well as a number of merchant vessels. Although historians disagree on the number of people who died in the raids, at least 243 Allied servicemen and civilians were killed. Darwin had become a major base for both the Australian and US military as Japanese forces rampaged across South East Asia following the attack on Pearl Harbor on 7 December 1941. The wrecks were protected following a recommendation by the Heritage Council. The US Navy backed the application, saying the heritage listing would "highlight the joint effort and sacrifices made by both Australian and United States servicemen and citizens in the protection of Australia and the Greater Pacific".

The heritage listing, which was also supported by INPEX and the Port of Darwin Corporation, means anyone who knowingly harms the wrecks could be fined up to \$59,000 or jailed for two years.....

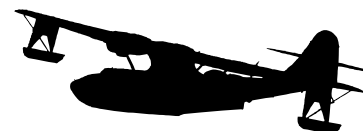
Across the water in New Zealand, work continues on **Canso A ZK-PBY** to bring it back to airworthy condition after it was grounded by corrosion in the wing area a while back. Current plans will see it make its first display appearance at the 2016 Wings Over Wanaka airshow. The work to cure the original problem perhaps inevitably showed up other issues that

needed to be rectified and this accounts for the delay in getting 'PBY' back in the air bit the team are positive that they are entering the home straight.

DONATIONS

As usual, we have a number of Society members to thank for their kind donations toward the cost of keeping our Catalina flying. Since our last edition, the following have contributed cash donations. Many thanks to you all

Nick Brooks
M Smith (monthly donations)
C Barclay (monthly donations)
R Norris
J Davies
CAL Reed
KABore
IM Hanson
P Brookes
I Jobson
AZandstra
R Smith
G Quinn



LIFE MEMBERSHIP PAID MONTHLY

Some time back we offered the possibility of becoming a Life Member by paying £10 per month for 30 months. This offer enabled members to make a long-term commitment and at the same time provide a valuable income stream to support our airworthy Catalina operation.

This plan is still available. After 30 payments, you will receive full Life Membership, with no further membership fees ever due. So, you get the satisfaction of knowing that you have helped us get the Catalina in the air with proper funding, as well as receiving Life Membership without the usual lump sum outlay, and we get some valuable extra support when needed.

We already have a good number of members who have taken advantage of this scheme and are supporting us in this way. If you would like to join the scheme, please drop a note to the Membership and Subs address on Page 3 (or email ops@catalinabookings.org) and a standing order form will be on its way to you. Please note that this scheme requires payment from a UK bank account.

NEW MEMBERSHIP

If you, or one of your friends, would like to become a member of the ever-growing Catalina society, this is how you do it. Just fill in the application form below and send the appropriate sum of money by cheque or postal order (overseas subscribers should see the note below) and you will be sent a full Catalina society membership pack including car stickers, colour pictures of our Catalina, membership certificate and card and official Society badge along with the first of two issues of this magazine, *The Catalina News*. You will also then become entitled to all the normal benefits associated with being a member of The Catalina Society. If you do not wish to cut up this magazine, a photocopy of the form will be fine or download one from our website. You can also pay your first subscription over the internet using *Paypal* and your payment or credit card.

SPECIAL NOTE to all overseas subscribers – please pay by *Paypal* or an International Money Order in Pounds Sterling due to the high charges we incur if payment is made by other means. Alternatively, we can accept payment in

cash in all major currencies. Payment in notes only please, not coins and at your own risk if lost in the post.

Regrettably, we cannot accept credit card payments for renewal subscriptions but we do offer a '6 years for 5' option, available to all but particularly intended to help overseas members for whom making payments each year can be difficult and expensive.

**To: The Catalina Society
(Attn. Trevor Birch), Duxford
Airfield, Cambs
CB22 4QR ENGLAND.**

I/We would like to enrol as member(s)
of The Catalina Society.

Name(s).....

Address

.....

.....

.....

Telephone

Email

Individual membership YES/NO
(1 yr - £15; 6 yrs - £75)

OR

Family membership YES/NO
2 adults and up to 2 children
(1 yr - £20; 6 yrs - £100)

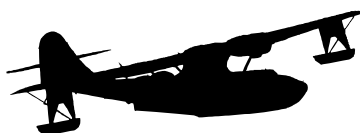
OR

Life membership YES/NO
(£250 UK & Europe / £300 elsewhere)

I/We enclose a cheque/postal order/
money order for £ made payable
to The Catalina Society (or cash).

Signed

Please allow 28 days for delivery of
membership pack.



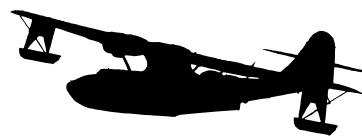
STANDING ORDERS

As a member of The Catalina Society you are helping us to keep a Catalina flying. We aim to make the best use of your financial contributions and we try hard to keep our costs to a minimum – all involved in The Catalina Society are volunteers and give their time free. Paying subscriptions by bank standing order can keep our costs down further as they are less costly to administer than writing annual reminders to you and is saves you the bother of having to send your sub to us! Around half of our membership now pay their sub this way, sending more of their vital contributions toward keeping us flying.

To those who have not yet joined the scheme yet – if you would like to do so, please drop us a line of contact us by email on ops@catalinabookings.org

BACK ISSUES OF THE CATALINA NEWS

Back issues are available from the Membership and Subs address (on Page 3) at a price of £1.75 per copy in the UK or £2 per copy overseas. Some early issues are now out of print and only available in photocopied form. Please order using the mail order page remember to state clearly which issues you require and how many copies!





*Flying on
many fronts!*



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PBY type
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ESTABLISHED 1923
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