



**Tasmanian Aviation
Historical Society**

“Preserving Tasmania’s Aviation History”



“ROARING FORTIES”

***OFFICIAL NEWSLETTER OF THE TASMANIAN
AVIATION HISTORICAL SOCIETY INCORPORATED
HANGAR 17, LAUNCESTON AIRPORT.***

NEWSLETTER NUMBER 24 – DECEMBER 2025

WEB SITE: WWW.TAHS.ORG.AU

EMAIL: info@tahs.org.au

TASMANIAN AVIATION HISTORICAL SOCIETY



Welcome to the 24th edition of our quarterly Newsletter “Roaring Forties”

TAHS OFFICE BEARERS 2025

Patron: Robin Holyman

President: Andrew Johnson, ***Vice President:*** Peter Manktelow

Treasurer: Cranston Gilbert, ***Secretary:*** Chris Byrne

Executive Committee: Lindsay Millar, Iain Pinkard

In our last newsletter, Ray Mudway continued his series on Air Crashes in Tasmania. In this edition, his fourth article, the focus is on the crashes from 1960 to early 1967.

This issue also includes an article on Tasmanian military airstrips and fuel depots in Tasmania’s midlands area during World War 2, Betty Hogarth the first woman pilot to be trained in Tasmania, a Harold Gatty mystery and forthcoming events.

Wayne Dearing

Newsletter Editor

TASMANIAN AVIATION HISTORICAL SOCIETY
RAAF CONSTRUCTIONS IN TASMANIA'S MIDLANDS DURING
WORLD WAR 2.

INTRODUCTION

With the declaration of World War 2, Tasmania became more aware of its geographical isolation, but still felt the island was more insulated from the war's impact than most other parts of Australia.

Tasmania became acutely aware of possible sea-borne attacks, when, in October 1940, enemy mines were found floating in the D'Entrecasteaux channel, Banks Strait and near Cape Barren Island. The island's vulnerability to an aerial attack became apparent, when, in March 1942, a Japanese submarine surfaced in Great Oyster Bar, on Tasmania's east coast and launched a Yokosuko E14Y "Glen" aircraft for a reconnaissance flight. On a clear moonlit night over Hobart city and Cambridge Airport, it proceeded without being challenged.



Yokosuko E14Y 'Glen' in flight.

Following these incidents the Board of the Southern Air Command (who was responsible for aerial and naval reconnaissance and protection of areas that included Tasmania, South Australia and Victoria), gave approval to develop three airfields in Tasmania's midlands. The airstrips were to be constructed at Tunbridge, Quorn Hall and Valleyfield. A fourth airstrip was surveyed at Auburn, however construction was not commenced.

Work began immediately on the three airfields. The construction was undertaken by the Tasmanian Public Works Department under the supervision of RAAF officers, with the three airstrips largely finished by January 1943.

TASMANIAN AVIATION HISTORICAL SOCIETY
RAAF CONSTRUCTIONS IN TASMANIA'S MIDLANDS DURING
WORLD WAR 2.

site and later as a home for the Midlands Flying School. More recently, the Soaring Club of Tasmania moved onto the site and established the airstrip as the only gliding club in Tasmania.



RAAF Vultee Vengeance Bomber. Photo courtesy Aust War Museum

VALLEYFIELD airfield was constructed on the property of the Taylor family, approximately 8kms west of Epping Forest and was planned as a long-range fighter squadron, probably using Curtis Kittyhawk aircraft that had a range, with a drop tank fitted, of 1,400 miles (approximately 2,300 kms).

At this site there were two airstrips constructed, aligned 31/13 of 6,200 feet (1,800 metres) and 36/18 of 5,100 feet (1,500 metres) and once again the strips, taxiways and aircraft hideouts were sealed. As with the Tunbridge field, although construction work was completed in early 1943, the airstrips were never used operationally, but Valleyfield was not done with aviation.

When the RAAF handed the field over to the Department of Civil Aviation in January 1946, the airstrips and buildings were upgraded to allow DC 3 and other commercial aircraft to use when Launceston's Western Junction was too waterlogged to safely operate to and from. This commenced a fierce fight between the Taylor family and the Government, with the Taylor family adamant that compensation should be paid. Ultimately, with upgrades to Western Junction, the use of Valleyfield by commercial aircraft ceased.

TASMANIAN AVIATION HISTORICAL SOCIETY
RAAF CONSTRUCTIONS IN TASMANIA'S MIDLANDS DURING
WORLD WAR 2.

In the early 1950's, motor racing was conducted at the property with some 3,000 people viewing the event, but it was not until 1994 that Valleyfield saw aircraft using its strips again.



RAAF Curtiss Kittyhawks. Photo courtesy Aust War Museum.

Aircraft pylon racing was conducted for the first time in the southern hemisphere at Valleyfield in 1994. A minimal upgrade of the strips was testament to the workmanship that went into the initial construction of the airfield. Accompanied by a world class airshow, Skyrace Tasmania ran for some years and introduced the world's first jet pylon race.



Trojan aircraft competing at Valleyfield. Photo courtesy of Bruce Smart.

TASMANIAN AVIATION HISTORICAL SOCIETY
RAAF CONSTRUCTIONS IN TASMANIA'S MIDLANDS DURING
WORLD WAR 2.

QUORN HALL (or Clarke's Field as the facility was known) became the third airstrip to be constructed for use by the RAAF. Situated south of Campbell Town and parallel to the Midlands Highway, the field was to be used as a maintenance echelon to service aircraft stationed at Tunbridge and Valleyfield. Provisional planning also existed to house American bombers should the Australian mainland be lost to the Japanese military and a fall back to Tasmania was required.

Consisting of two runways, the main strip was of a concrete and grass combination and was aligned 35/17 with a length of 6,200 feet (1,800 metres). The cross strip was 5,000 feet in length (1,500 metres), aligned 30/12 and was of bitumen construction.



Looking north on Quorn Hall's runway 35 with the concrete surface clearly visible.

As with the other two airfields, Quorn Hall was never used as an operational RAAF airfield although following the war, motor car and motor bike racing was conducted. Unfortunately, the airstrips were only used by the occasional crop-dusting aircraft and was deemed suitable for aerotow retrieval.

TASMANIAN AVIATION HISTORICAL SOCIETY
RAAF CONSTRUCTIONS IN TASMANIA'S MIDLANDS DURING
WORLD WAR 2.

THE NUMBER 30 INLAND AIRCRAFT FUEL DEPOT remains are located on the left-hand side of the Tooms Lake Road, some 2.5 kilometres south of the Ross township.

Thirty-one of these depots were built throughout Australia during World War 2 to facilitate the storage of aviation fuel for aircraft operating from nearby airfields. Located inland to enhance their protection from air attack, each depot would hold approximately 20.7 million gallons (94.3 million litres) of fuel that would be delivered by train to the fuel depot and pumped into the tanks for storage, then transported by road as required to the various airfields.

The Ross fuel depot contained four huge holding tanks buried into the ground, a giant reservoir to hold water that could be channelled to foam making equipment for use in the event of fire, a concrete pump house that housed engines to drive the pumps and an earth covered ammunition building.



The remains of Number 30 Inland Aircraft Fuel Depot courtesy of J Dearing collection.

As with the three airfields, the fuel depot was not used and closed in 1944. The Commonwealth sold the site to a private owner in 1947.

The cost of the three airstrips and the fuel depot totalled \$16 million in today's currency.

TASMANIAN AVIATION HISTORICAL SOCIETY

TASMANIAN AIRCRAFT CRASHES REPORT PART 4, 1960 - 1967

9 Jan 1960, Bell 47G2 Helicopter, VH-UTD, Spero Range near Bathurst Harbour.

Charter flight. Whilst hovering at a low height, the aircraft rolled to the right and the main rotor struck the ground. The cause of the loss of control could not be determined.

19 Mar 1960, De Havilland DHC-1 Chipmunk, VH-BSK, Ralphs Bay, Rokeby.

Training / Solo. After completing one and a half medium turns at approximately 1,000 feet, the aircraft made a nearly vertical power dive into the ground. The pilot was possibly incapacitated by a coronary deficiency.



File photo of a Chipmunk in flight similar to aircraft involved in the above incident.

15 May 1960, De Havilland DH-82 Tiger Moth, Smithton aerodrome.

Private flight. The pilot attempted to take-off crosswind, using a strip which was slippery due to wet grass and mud. The aircraft swung off the strip onto soft earth and overturned.

2 Sep 1960, Stinson Voyager, VH-AKI, adjacent to Launceston Airport.

Private flight. After a long descent into the circuit area, the pilot was unable to restore engine power, probably due to insufficient precautions against carburettor ice. The aircraft landed off the airport, colliding with two fences and finally overturning into a railway cutting.

19 Feb 1961, De Havilland DH-82 Tiger Moth, VH-GLH, near Kempton near Hobart.

Ag-flight. The pilot, inexperienced in agricultural operations, allowed the aircraft to stall when attempting to turn away from rising terrain and it struck the ground before recovery could be affected.

TASMANIAN AVIATION HISTORICAL SOCIETY

TASMANIAN AIRCRAFT CRASHES REPORT PART 4, 1960 - 1967

12 Mar 1961, Stinson L5, VH-BFR, aerodrome, Flinders Island.

Ag-flight. Following a loss of engine power due to carburettor icing, the pilot touched down heavily, collapsing the undercarriage. As power had then been regained, a baulked landing was executed and the aircraft flown to another aerodrome where further damage was sustained in the subsequent landing.

27 Mar 1961, De Havilland DH-82 Tiger Moth, Big Dog Island.

Whilst taking off from a strip of inadequate width, the pilot allowed the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft stood on its nose.



TAHS file photo of a Tiger Moth DH-82 airborne similar to aircraft in above incident.

5 Dec 1961, Cessna 180, VH-AME, near Launceston.

Ag-flight. A person acting as a marker, moved behind a rise where he could not see the aircraft or be seen by the pilot. He was struck by the aircraft shortly after it came over the rise on a spray run.

25 Feb 1962, Auster Mk.6A, VH-RCT, Pyengana, East of Georgetown.

Private flight. During a low-level survey of a proposed landing area, the pilot allowed the wheels of the aircraft to contact the ground, resulting in a loss of flying speed. The aircraft struck a fence, ran into soft ground and overturned.

20 or 25 Nov 1962, De Havilland DH-82 Tiger Moth, VH-BSE, Mt. Cambridge near Cambridge.

Private flight. The pilot failed to arrest the descent when he encountered a downdraught during a simulated forced landing. The aircraft struck rising ground and the undercarriage collapsed.

TASMANIAN AVIATION HISTORICAL SOCIETY

TASMANIAN AIRCRAFT CRASHES REPORT PART 4, 1960 - 1967

29 Dec 1962, C.A.C., CA-28 Ceres, Flinders Island.



CAC, CA-28 Ceres similar to the aircraft featured in incident below.

Ag-flight. The pilot did not notice a wind drop and had to pull the aircraft into the air prematurely during take-off to avoid the banks of a drain. The aircraft settled onto the ground again and the undercarriage was torn off when it ran through a second drain which was obscured by grass.

4 Jan 1963, Auster Mk. III, VH-BED, near Stanley.

Private flight. During a low-level strip inspection, the pilot allowed the aircraft to stall onto the ground at a point where collision with a bordering hedge and fence could not be avoided.

19 Feb 1963, Piper PA-18, VH-DLR, Bridport Aerodrome.

An unlicensed pilot stole the aircraft and it overturned when he lost control of it whilst taxiing.

5 Feb 1964, Auster AOP.6 [Model K], VH-RCT, Cape Barren Island.

The pilot lost directional control whilst landing in strong and gusty wind conditions, and the aircraft cartwheeled.

TASMANIAN AVIATION HISTORICAL SOCIETY

TASMANIAN AIRCRAFT CRASHES REPORT PART 4, 1960 - 1967

6 Feb 1964, Cessna 170B, VH-RJS, near Bridport.

The pilot continued a VFR flight into unfavourable conditions and the aircraft struck trees in darkness when he was endeavouring to locate an aerodrome.

18 Feb 1964, Bell 47J2 Helicopter, VH-INM, near Maydena, WNW Hobart.

Charter flight. Shortly after lift-off there was a loud bang, followed by an increase in engine revolutions and a loss of lift, and the aircraft struck the ground. The cause of the accident was not determined.

27 Mar 1964, Percival Proctor 1, VH-BQH, Trefoil Island.

Private flight. Pilot continued approach over rising terrain after losing sight of strip and landed into long grass, where the aircraft collided with a hidden scraper and stood on its nose. The aircraft was later stripped of useable parts and burned.



Photo above of a Percival Proctor similar to the aircraft involved in the above incident.

20 Jan 1965, De Havilland DHC-2 Beaver, near Fingal.

Ag-flight. During a downwind take-off at a time of a wind change, the pilot did not dump the hopper load quickly enough to prevent the aircraft colliding with the boundary fence. The aircraft then became airborne but a piece of wire, entangled in the tailplane and elevator, caused the pilot to lose control and the aircraft struck the ground.

6 Feb 1965, Cessna 172, VH-STA, Lake Pedder, W. of Hobart.

Private flight. Shortly after take-off the pilot lowered 20 degrees of flap with the intention of improving the climb performance, but he did not retrim the aircraft which became extremely nose heavy, lost height and struck the ground in a shallow dive.

TASMANIAN AVIATION HISTORICAL SOCIETY

TASMANIAN AIRCRAFT CRASHES REPORT PART 4, 1960 - 1967

17 Mar 1965, Ansett-ANA, Fokker F.27-200 Friendship, VH-FNH, scheduled Service, Melbourne-Launceston-Hobart.



Above wreckage of Friendship VH-FNH following Launceston Airport incident.

To avoid turbulence over the mountain area near Launceston, the cruising level was maintained prior to entry into the airport circuit pattern. Just prior to turning for finals, trouble was experienced in the pitch-lock mechanism of the No.1 prop. The prop was feathered and the approach was continued with full flaps, but without immediately increasing power on the remaining engine. The high rate of descent was not arrested during the turn, resulting in a slightly low altitude. Power was added and speed reduced to control the descent rate, but the crew were unable to maintain runway heading. An overshoot was attempted, but the speed had dropped below minimum control speed. The left wing dropped as full power was applied to the No.2 engine. The wing struck the ground and the aircraft crashed, coming to rest 740ft abeam the runway threshold. Fuel tanks ruptured and caused a fire, which was quickly extinguished. All 23 occupants escaped uninjured but the aircraft was destroyed.

10 Sept 1965, DeHavilland DHC-2 Beaver, Birch's Inlet, W Hobart.

Private flight. A partial power failure occurred for reasons undetermined and in the subsequent forced landing on unsuitable terrain, the aircraft overturned.

TASMANIAN AVIATION HISTORICAL SOCIETY

TASMANIAN AIRCRAFT CRASHES REPORT PART 4, 1960 - 1967

29 Oct 1965, Yeoman YA-1 “Cropmaster,” VH-RPB, Kempton, NE Hobart.

Ag-flight. Following an apparently normal take-off, a quantity of superphosphate fell from the aircraft. There was then an apparent change in engine noise and the aircraft dived into the ground. The propeller was rotating at low rpm on impact but there was no evidence to indicate why control of the aircraft was not maintained. Pilot: W. Pearson was killed.

14 Nov 1965, Norwest Air Charter, Cessna 180A, VH-KAI, Trefoil Island. Charter flight. In an attempt to gain sufficient landing distance, the pilot landed short of the strip up a steep slope with the strip out of sight. The aircraft bounced over the crest and on re-landing, struck an agricultural implement at the side of the strip and nosed over. Pilot: R.Kidd - owned by Bill Vincent.

26 Jan 1966, Cessna 180, VH-AME, near Bothwell.

Ag-flight. When the take-off run was extended by a sudden wind change, the pilot’s attention became diverted by his unsuccessful attempt to dump the load. The aircraft struck two fences and a gully bank before overturning.

29 Mar 1966, Victa 100 Airtourer, VH-MTG, near Scottsdale, NE Launceston.



Above photo of a Victor 100 Airtourer similar to aircraft in this incident.

Private flight. When deteriorating weather and approaching darkness made a precautionary landing necessary, the pilot selected an apparently suitable field. Shortly after touchdown, the aircraft passed through a fence.

4 May 1966, Bell 47J2A Helicopter, VH-INW, Scott’s Peak, near Maydena.

Prior to touchdown on a sloping pad, the tail rotor blade tips were damaged by impact with an embedded rock. The landing was abandoned and when at a height of about 200 feet, the tail rotor drive shaft sheared. An autorotative descent was made but the aircraft touched down heavily on a steep slope. Pilot: C Ward was injured.

TASMANIAN AVIATION HISTORICAL SOCIETY

TASMANIAN AIRCRAFT CRASHES REPORT PART 4, 1960 - 1967

10 May 1966, Yeoman YA-1 “Cropmaster,” VH-ABH, near Lady Barren Island

Ag-flight. Immediately prior to becoming airborne, a propeller blade separated from the hub and the engine became detached from the airframe. The blade failure resulted from fatigue cracking of undetermined causes.

12 May 1966, Cessna 172G (from Canberra Times, Monday 16 May). Training Solo Flight. Pilot found dead in wreckage.

The body of a missing student pilot was found today in the burnt-out wreckage of a light aircraft. A three-day search for the daughter of a Buckland grazier, Miss Mary Fergusson, 21, ended at 9am when a searching aircraft found the wreckage of her Cessna scattered in a forest near Lake Tooms, in eastern Tasmania. It was 50 miles from Cambridge airfield from where the girl took off on Thursday on a flight she hoped would win her a full pilot's licence. A few minutes after Miss Fergusson left, flight control tried to radio her to turn back because of bad weather at Flinders Island where she was headed. There was no answer. Pilots believe Miss Fergusson had crashed after being caught in turbulence or overcome by air-sickness. They believe the aircraft went out of control, dived straight into the ground and burst into flames. The scene of the crash was flown over at least 30 times in the huge dawn-to-dusk searches before being spotted by a crop-dusting pilot Mr Peter Reardon. Later, a doctor was flown into the crash area by helicopter. He found Miss Fergusson's body in the burnt-out cockpit of the wrecked aircraft. It was later established that two men working six miles away from the scene thought they heard the aircraft crash on Thursday. A land party went into the Lake Tooms area and got within two miles of the crash scene but then turned back because of the denseness of the forest. The dead girl's mother, Mrs Frances Fergusson, believes other people in the area saw the aircraft go over and had they had spoken up earlier, a lot of expense and a lot of agony could have been saved.

10 July 1966, Auster J.4, VH-FRD, Cape Barren Island.

Private flight. The pilot allowed his attention to be diverted whilst air dropping a parcel at a very low level and the aircraft flew into a tree.



A FRD Auster J 4 similar to aircraft involved in above incident.

TASMANIAN AVIATION HISTORICAL SOCIETY

TASMANIAN AIRCRAFT CRASHES REPORT PART 4, 1960 - 1967

25 Oct 1966, Bell 47G4 Helicopter, VH-UTO, near Lake Judd, W. Hobart.

The pilot continued with the take-off from a lateral slope although the down-hill skid had not lifted and the helicopter rolled over, down slope, into an inverted position.

7 Nov 1966, Cessna 180A, VH-RFD, Smithton Aerodrome.

Private flight. During the landing run the port brake assembly locked on, probably as a result of the brake disc clips becoming detached and fouling the brake disc. The aircraft ground-looped to starboard when the brake unit suddenly released.

21 Jan 1967, Cessna 172D “Skyhawk,” VH-DIN, near Waratah

Private flight. After encountering an unexpected weather deterioration, the pilot carried out a precautionary landing

22 Jan 1967, Cessna 180, VH-SSJ, Flinders Island.

Private flight. Landing in strong gusty crosswind conditions, the relatively inexperienced pilot was unable to maintain directional control. The aircraft swung downwind and overturned.

31 Mar 1967, Piper PA-30-160, VH-KAF, Devonport Aerodrome.

Private flight. Due to incorrect adjustment of the nose landing gear retract rod, the undercarriage failed to lock in the extended position. Shortly after touchdown the nose gear collapsed and caused the main gear to be retracted.



File photo of a Piper 30-160 similar to the aircraft in above incident.

TASMANIAN AVIATION HISTORICAL SOCIETY

TASMANIA'S FIRST WOMAN PILOT – Miss Betty Hogarth

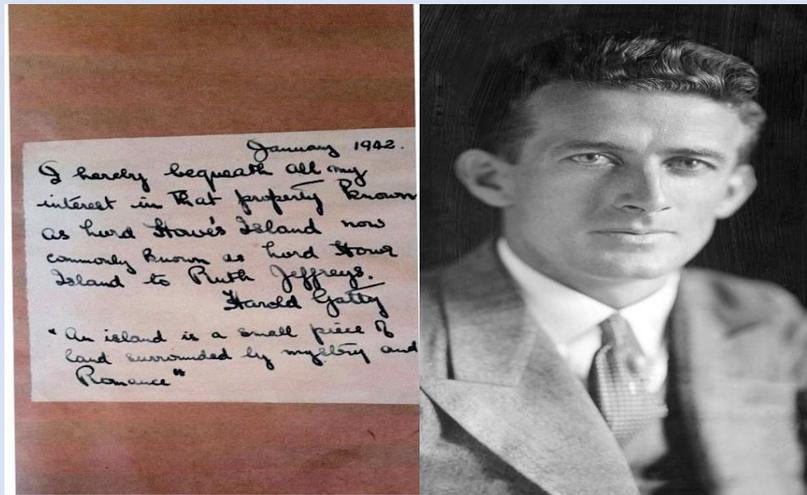


Miss Betty Hogarth Tasmania's first female pilot (Photo courtesy The Examiner)

The first woman pilot trained in Tasmania, Miss Betty Hogarth of Western Junction, passed her test for a pilot's "A" licence on Wednesday 27 September 1933. The test was carried out by Captain C B Martin, the Tasmanian representative of the Civil Aviation Department.

Aviation runs somewhat indirectly in her family, as part of her father's farmland was purchased as a site for Western Junction Airport, whilst her brother was employed as a ground engineer with Tasmanian Aerial Services. In early 1933, Miss Hogarth was a competitor in the "Weekly Courier" flying scholarship, gaining the best placing for a woman competitor and second place overall from the 138 competitors. Her training, using the Aero Club's Tiger Moth and under the guidance of instructor Mr L M Johnson, took 11 hours and 50 minutes of dual instruction and 4 hours and 35 minutes solo flying time. Although Miss Hogarth was not the first female pilot, she was the first woman to be trained in Tasmania.

TASMANIAN AVIATION HISTORICAL SOCIETY
HAROLD GATTY'S MYSTERY?



The mystery document , left and to the right, Harold Gatty

The editor stumbled on the document above that has him intrigued but also somewhat baffled. The document reads:

“January 1942,

I hereby bequeath all my interest in that property known as Lord Howe’s Island now commonly known as Lord Howe Island to Ruth Jeffries.

“Signed Harold Gatty”

“An island is a small piece of land surrounded by mystery and romance.”

We all know Harold Gatty and his navigational exploits that resulted in him being christened “The Prince of Navigators”, but little is known about his private life. Whilst Gatty spent time in Australia during the early 1940’s as an honorary Group Captain with the RAAF, nothing could be found of either a visitation to Lord Howe Island or mention of a Ruth Jeffries.

At this time, access to Lord Howe Island was by sea and only after World War 2 finished did flying boats commence regular flights to the island. Whether this is a scam or the real thing remains a mystery, as do so much of early aviation’s history.

So, I welcome any comments or further information readers may have. The island certainly has its share of mysteries and romance? Who knows!

TASMANIAN AVIATION HISTORICAL SOCIETY
JOSEPH HERBERT WAXMAN DFC - A LIFE IN AVIATION



Joseph Herbert Waxman DFC Photo courtesy of Australian War Museum

Although born in Victoria, Joseph Waxman became part of Tasmania's aviation history by training as a pilot in Tasmania, marrying a Tasmanian girl, surviving a crash at Launceston Airport and spending his early post war days flying with ANA across Bass Strait.

Born in Melbourne, Joseph spent his early years in Brunswick. Educated at Princess Hill Primary and University High Schools, he enlisted in the RAAF on December 08th 1941. After initial training at Somers near Westernport Bay Victoria, Joseph was posted to 7 EFTS Launceston on the 15th October 1942 to commence training as a RAAF pilot. Upon graduation he was posted to 7 Service Flying Training School (SFTS) then 6 SFTS on the 14th February 1943. He was then posted to the UK, joining 466 Squadron on 15 August 1944 as a pilot flying Halifax bombers, where he accrued 196 operational flying hours and over 32 sorties. Joseph was awarded the DFC, with the citation reading in part "*for fortitude, courage and devotion to duty.*"



Halifax Bomber as flown by Joseph Waxman Photo courtesy Aust War Museum.

TASMANIAN AVIATION HISTORICAL SOCIETY

JOSEPH HERBERT WAXMAN DFC - A LIFE IN AVIATION

Returning to Australia, Waxman was discharged from the RAAF on September 1945 and in January 1946 married a Tasmania girl, Dawn Clements, in Launceston.

In December 1945 he joined Australian National Airlines, (ANA), commencing a career that spanned 30 years with ANA, Ansett-ANA and finally Ansett. Waxman gained his DC-3 command after five years and as the years progressed became a check captain and instructor on many aircraft types and a flight captain on DC-3's and Bristol Freighters. His log books highlight a career full of adventure! These included the Air Beef Scheme of 1951 that involved flying beef carcasses from cattle stations in the Kimberley to Wyndham and ferrying Pakistan Air Force Bristol Freighters from Karachi to Melbourne for conversion prior to being operated by Ansett- MAL in Papua New Guinea.



Photo of an Ansett-ANA Bristol Freighter in ANSETT-WAL Livery. Photo courtesy of Airhistory.

Waxman was also involved in the introduction of the Fokker “Friendship” F-27 aircraft to the Ansett – ANA fleet by conducting ferry flights of the aircraft from the Netherlands to Australia.

It was on this aircraft type that Waxman, as captain of the aircraft, was involved in an approach and landing incident in March 1965 at Launceston Airport that resulted in the aircraft being written off by the airline.

Incredibly the three crew members and nineteen passengers all escaped with minor injuries, although Waxman was briefly hospitalised, suffering from shock and facial lacerations.

TASMANIAN AVIATION HISTORICAL SOCIETY
JOSEPH HERBERT WAXMAN DFC - A LIFE IN AVIATION



File photo of the F-27 “Friendship” involved in the incident.

The incident report can be found in Ray Mudway’s article on Tasmania’s aviation crashes on page 13 of this newsletter.

Waxman’s further contribution was in aviation safety that he undertook through the Australian Aviation of Air Pilots (of which he was Vice-President), that dealt with technical issues relating to flying and airport design and included a health programme for pilots.

Ironically it was ill-health that ended his career as a pilot prematurely, after he fell from a ladder at his beach house. He developed a blood clot on his brain and post operative epilepsy when he had surgery to drain the clot.

Joseph Herbert Waxman DFC died of pneumonia at a nursing home at Wheelers Hill in March 2010, aged 86.



TASMANIAN AVIATION HISTORICAL SOCIETY

Peter's Snippets!!

When you are downstairs in the northern departure lounge of Launceston Airport you will see a mural (or rather a photograph) on the wall that features a line-up of 7 EFTS Tiger Moths. On the back of each rear cockpit is something that you won't see on a civil Tiger Moth.

It is a hood, which when brought forward like a bonnet of a pram, completely encloses the rear cockpit. The pilot in the rear cockpit therefore, cannot see the outside world and in particular, the horizon. Normally the instructor would sit in the back cockpit with the student seated in the front cockpit but when practising instrument flying, the seating arrangements are reversed with the student seated in the back cockpit with the hood pulled over his head so he could not see outside the aircraft.



The cockpit of a Tiger Moth showing what little instrumentation the student had to fly with.

A similar arrangement was employed to 2FTS RAAF base Pearce West Australia on the MD326H Macchi jet training aircraft. Sadly, the hood was probably the cause of a fatal accident in 1970, when a student and his instructor crashed at high speed.

TASMANIAN AVIATION HISTORICAL SOCIETY
OPEN DAY AT THE SOARING CLUB OF TASMANIA
TUNBRIDGE AIRFIELD

On Sunday 9th November, Tasmania's only gliding club held an open day at the old-World War 2 airfield at Tunbridge. Fortunately, the weather gods were kind with only scattered clouds and light winds making for great gliding conditions.

A good crowd attended the day, including a bus load from the RAAF Association Hobart, with many of the visitors taking advantage of a trial introductory flight in the club's gliders. TAHS was represented by our President, Vice-President and Treasurer, all of whom availed themselves of introductory flights, an experience they all thoroughly enjoyed.

A number of aircraft including the Winjeel and Tiger Moth from Georgetown and the Cessna 182 from the Aero Club of Southern Tasmania, also flew in.

TAHS provided a display of early Tasmanian aviation and gave a talk on the history of the airfields prepared by the RAAF during World War 2, then it was off to the BBQ for lunch.

Future TAHS Newsletters will detail a history of the development of gliding in Tasmania, including a history of the Soaring Club of Tasmania.



The ex-RAAF Winjeel attracted plenty of interested visitors Photo J Dearing collection.

**TASMANIAN AVIATION HISTORICAL SOCIETY
OPEN DAY AT THE SOARING CLUB OF TASMANIA
TUNBRIDGE AIRFIELD**



Ready for flight Photo J Dearing collection and below our intrepid Vice President strapped-in and ready to soar!



TASMANIAN AVIATION HISTORICAL SOCIETY

STORIES FROM YESTERYEAR?

- King Island born Fred Huxley was best remembered for flying, in early 1921, from Victoria to King Island with his wife and daughter as passengers. But do you remember that he was the first Australian Flying Corps pilot during World War 1 to shoot down an enemy aircraft?
- Can you remember these baggage tags and the clerks actually put them on for you!!



- On 1st September 1952, Qantas Empire Airways Constellation “Charles Kingsford Smith”, departed from Sydney on the first “Wallaby Service” between Australia and South Africa. Further to this on the 14th January 1958, the airline inaugurated a round the world service. Super Constellation “Southern Aurora” flew eastbound from Sydney via the US to London in five and a half days and Super Constellation “Southern Zephyr”, departed Westbound from Sydney via India and the Middle East to London in six days.
- On the 3rd August 2000, the airline Virgin Blue was launched in Australia, initially offering seven return flights between Sydney and Brisbane. Operations commenced on the 31st August.
- On the 14th September 2001, Ansett Airlines and its subsidiaries were grounded.

TASMANIAN AVIATION HISTORICAL SOCIETY

2026 TAHS COMING EVENTS

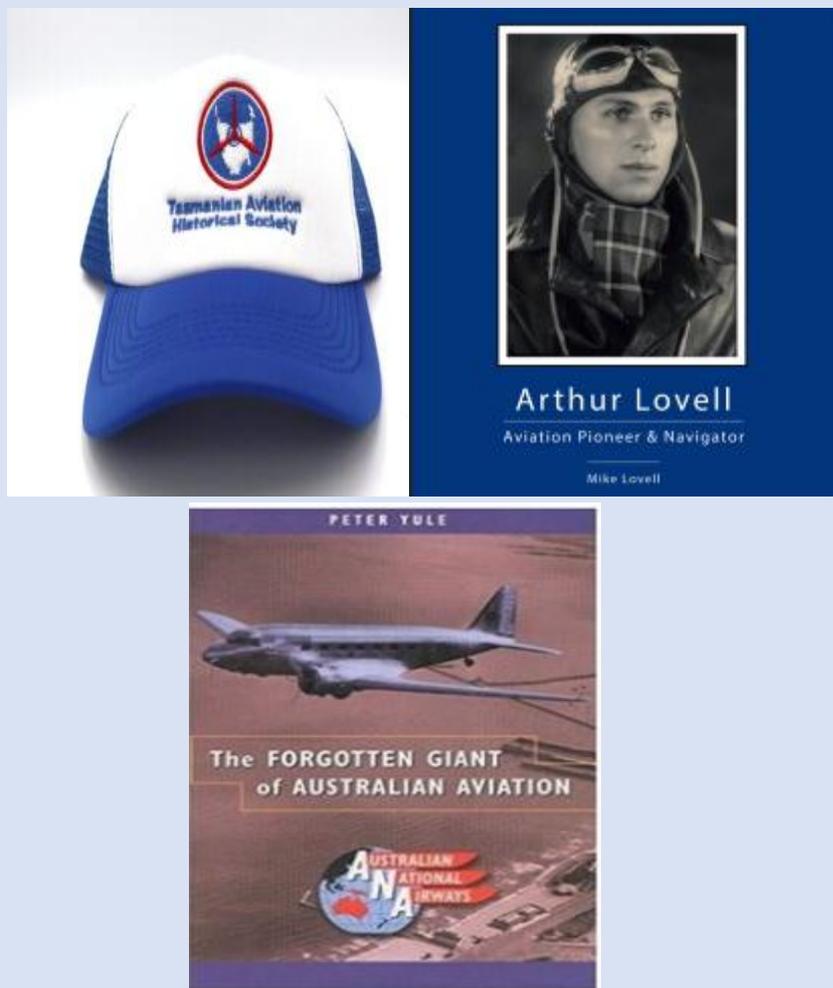
TUESDAY 02nd DECEMBER – TAHS Guest Speaker Night and Christmas function at the Glebe gates open at 5:30pm.

TUESDAY 03rd FEBRUARY – Guest Speaker Night at the Glebe.

SATURDAY 28th FEBRUARY – Bunnings Kings Meadows Sausage Sizzle.

SATURDAY -07th MARCH – Sheffield Steamfest Runs Saturday to Monday.

2026 SPECIALS



TAHS CAPS \$25.00. Arthur Lovell from Smithton to Chief Pilot for ANA \$50.00.

The Forgotten Giant the story of Australian National Airways, \$50.00

Postage \$15.00 per item.

TASMANIAN AVIATION HISTORICAL SOCIETY

On behalf of the President and Executive of TAHS, may we wish you and your families a very merry Christmas and a safe and prosperous 2026.

SEE YOU NEXT YEAR!!



All rights reserved. Apart from use permitted under the Copyright Act 1968 and its amendments, no part may be reproduced, stored in a retrieval system or transmitted by any means whatsoever without prior permission in writing from the publishers.