



The Old Fliers' Group

Attached to the Royal Aero Club of WA (Inc).

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NEXT MEETING Friday October 31st

Last Meeting

At the last meeting Richard Ewing opened proceedings with a story about the Temora Aviation Museum in country New South Wales – about 80 kilometres north of Wagga Wagga.

Richard started with the history of Temora, covering the World War II period when it was home to No 10 EFTS. When training ceased in March 1946, over 2400 pilots had been trained and, at its peak, there were 97 Tiger Moths on the aerodrome.



A WWII aerial photo of Temora.

The Temora Aviation Museum was established in 1999 by Sydney businessman Mr David Lowy AM and is home to, primarily, a fleet to eight Australian military aircraft. The museum is managed by David Lowy's son. All aircraft are kept in flying condition (with the exception of one Canberra double-up). Richard's visit was on a *flying day*. They take place on the first and third Saturday of the month. Richard took a series of excellent action photographs.



A line-up of Temora Aviation Museum aircraft.

As well, Richard took plenty of notes and was able to give us a detailed background and history of each type – some of which were: Tiger Moth, Wirraway, Boomerang, Spitfire Mk VIII and Mk XVI, Hudson, Vampire, Meteor, Canberra and Sabre.

Due to Richard's encyclopaedic knowledge of each type, the presentation was of interest to all present.

The Lure of Lasseter's Reef

Your editor told the story of the lure of Harold Lasseter's sensational claim of a fabulously rich gold find in the dead heart of Western Australia.

Later, a prospector by the name of Paddy Whelan made a number of attempts to locate the site without success. In his last attempt he chartered a DH50 aircraft from WA Airways which was flown by Harry Baker. With Whelan and a mining engineer Norm Stuckey on board, the engine failed about 230 miles north of Forrest. During a forced landing on a dry salt lake the aircraft overturned. The next day, an unsuccessful search was carried out by Jimmy Woods.



The overturned DH50 on the dry salt lake.

After four days, a miracle gust of wind tipped the aircraft back onto its wheels and during the following three days Baker had carried out sufficient repairs to fly the injured Stuckey back to Forrest.

Over the next week, at Forrest, further repairs were made to the DH50 so that Baker could fly back to the lake to pick up Whelan. The success of the venture was due, in no small part, to Baker's skill and dogged determination. Some years later, the lake was officially named Baker Lake.

Next Meeting

The next OFG meeting on October 31st will feature Brian Floyd, who will talk about his earliest experiences in aviation. Also, your editor will tell more about Harry Baker.

A parking fee exemption has been arranged for the meeting time slot 10.30 to 2.30 Friday, so hope to see you at the Royal Aero Club for lunch, just before noon.

Brian Hernan