



AVIATION HISTORICAL SOCIETY OF AUSTRALIA (NSW) Inc

ABN: 83 295 759 224

HON SECRETARY, PAUL EWOLDT : E paul.ewoldt@hotmail.com
13/40A ROSLYN GARDENS RUSHCUTTERS BAY NSW 2011



A H S A

Southern Skies

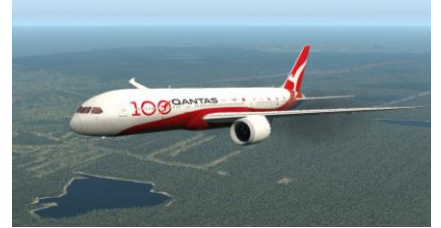
THE NEWSLETTER OF A H S A (NSW) Inc
Incorporating *Loops & Landings* (Est August 2000)

DECEMBER 2021 ~ NO 567

Honorary Life Members A H S A (NSW) Inc: Ian Debenham OAM : Dr Ronald Houghton DFC, LdH



A BUMPY FLIGHT also ~ 2021!



We welcome
the sight and
sound of aircraft over Australia!

2022 MEMBERSHIP RENEWAL

AHSA (NSW) Inc members please note: Your 2022 Membership Renewal form is included with this newsletter. The \$35 annual subscription remains unchanged. To minimise our costs we encourage members to receive *SOUTHERN SKIES* by e-mail.

NSW members have been offered a subscription to the 2022 issues of the AHSA Inc Journal, *Aviation Heritage*. Only members of the 3 AHSA organisations are able to receive the journal.

Your committee suggests that you consider becoming full members of AHSA Inc. in Victoria. The cost of Victorian membership for the year 2022 changed at the AGM: Annual Membership (within Australia) A\$50.00 (this is unchanged): Annual Membership (Rest of world) A\$85.00 (increased due to postage). Note we now only have 2 rates, not 3 as last year. Victorian Membership for 2022 is due on 1st Jan.

It includes the Journal *Aviation Heritage* mailed directly to you. All Journal subscription and AHSA Inc membership enquiries should be made directly to David Knight, the Victorian Membership Secretary of AHSA Inc, at membership@ahsa.org.au. Members of AHSA (NSW) Inc should expect to receive a separate membership renewal form directly from AHSA Inc.

**YOU ARE INVITED TO ATTEND
A CHRISTMAS LUNCHEON AND
SOCIAL CELEBRATION**
*which will be a relaxing get-together
at the*
ROSEVILLE MEMORIAL CLUB,
64 Pacific Highway, Roseville.
Wednesday, 1st December 2021
12 noon for 12.30 pm

*Come and join us for our final social event
of the year. Families and friends welcome.
Meals and drinks at member's own expense
choose from the menu at servery. No RSVP*

*The President and Committee wish all
Members and their Families a joyful
CHRISTMAS and a HAPPY & HEALTHY
NEW YEAR in 2022*

MMXXI



THE AHSA NSW NOVEMBER ZOOM MEETING was well attended with many interstate members joining the discussions. Ted Plummer, Special Adviser, Government and Community Relations, Sydney Airport, presented a comprehensive expose of the history of the airport during the past 101 years, illustrated by photographs that marked the changes. The celebration of the Mascot centenary was unfortunately a casualty of the Covid pandemic.

This talk was a great reminder of Nigel Love's foresight and the development of this great airport, with the pilots and the aircraft that marked the growth from a Box Kite to Boeing and Concorde.



The photo reminds us of just one aspect of this history: Avro 504K A3-48 was the first of six built by Australian Aircraft & Engineering Co Ltd at Mascot for the RAAF. It made its first flight on 15 June 1922 and is another striking reminder of the rapid development of Australian aviation during the 1920s. A replica of the Avro that was QANTAS' first aircraft is on display at QANTAS' domestic terminal.

The chat at the end of the talk was interesting. Just about everyone has a fond memory of the airport, and lots of historical information – and amazing gossip - was exchanged.

This was a great finish to an interesting year. Despite Covid, we held four Zoom meetings during the lockdown period. A reminder that Peter Dunn of <https://www.ozatwar.com> has developed a great list of Zoom presentations at <https://www.ozatwar.com/zoom/index.htm> and this is a great way to fill an idle hour. As well as

Peter, thanks must go to Warwick Bigsworth, David Knight, Robert van Woerkom and Phil Vabre for their help in publicising these events. We hope that combined 'Zoom and Room' events will be a part of our future programs.

~ ONE HUNDRED YEARS AGO ~

DECEMBER 1921 - 2021

Chronology JR

EVENTS

01 The first flight of a helium-filled airship takes place, as the United States Navy's C-class blimp Goodyear C-7 flies from Hampton Roads, Virginia, to Washington, D.C..



05 West Australian Airways commences the first regular air services in Australia.

16 USS *Wright* (AZ-1) is commissioned as the United States Navy's first and only balloon ship. She is the only U.S. Navy ship ever to bear the "AZ" designation for "lighter-than-air craft tender."

29-30 Edward "Eddie" Stinson and Lloyd W. Bertaud set a new unrefueled manned flight endurance record, remaining aloft in a Junkers-Larsen JL-6 over Roosevelt Field outside Mineola New York, for 26 hours 19 minutes 35 seconds. It is the first flight endurance record recognized by the *Fédération Aéronautique Internationale* (FAI).

THE 2022 FEBRUARY AHSA (NSW) Inc MEETING WILL BE HELD 'LIVE'

ON WEDNESDAY 2nd COMMENCING AT 7.30 PM.

DAVE JOHNSTON WILL PRESENT PART 2 OF A STUDY OF AIRCRAFT RELICS AND WRECKS ON THE SOUTH ISLAND OF NEW ZEALAND

PLEASE NOTE THE VENUE AT: **THE STATION,**

JACKSONS LANDING, 58 BOWMAN STREET, PYRMONT

**** HAND SANITISER WILL BE PROVIDED AND**

MEMBERS WILL NEED TO LOG IN UPON ARRIVAL.

PARKING IN NEARBY STREETS: METER PAYABLE UNTIL 9-00pm

VISITORS ARE MOST WELCOME

~~ SUPPER WILL BE AVAILABLE AFTER THE MEETING ~~.

CALENDAR OF EVENTS - 2021

THE TEMORA AVIATION MUSEUM'S AIRCRAFT DISPLAYS

Website:

<http://www.aviationmuseum.com.au/event/aircraft-showcase>. **Email:** info@aviationmuseum.com.au

~ BELIEVE IT OR NOT ~

Men Will Fly

"In the year 1870 the Methodists in Indiana were having a Conference. (This is a true story.)

At their annual conference, the Bishop was presiding and he was asking for some kind of interpretation of events, and the president of the college where they were meeting stood up and said, 'I think we are in a very exciting age'. (This is 1870 you must remember.)

The Bishop asked, 'What do you see?'

The college president, who had a science background, said, 'I believe we are coming into a time when we will see, for example, wonderful inventions. I believe men will fly through the air like birds.' (1870, mind you.)

The Bishop said, 'This is heresy, this I blasphemy; I read in my Bible that flight is reserved for the angels We will have no such talk here in my area.'

This Bishop, whose name was Wright, went home to his two small sons, Orville and Wilbur.

- Bruce Larson, clergyman."

Inspirational Quotations and Illustrations

TO RESERVE AND BORROW AHSa BOOKS EMAIL

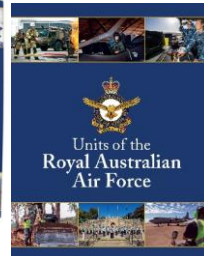
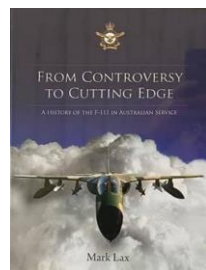


Christine Ewoldt:

paul.ewoldt@hotmail.com

Book/s posted or delivered as arranged.

COVERS OF RECENT AND UPCOMING HH-AF BOOK TITLES



The 39th ANNUAL ARTHUR BUTLER MEMORIAL LECTURE WAS POSTPONED IN 2021

AHSa (NSW) Meetings were held via ZOOM with thanks to Warwick Bigsworth and Tom Lockley for their organisation and communication to encourage members to participate and keep in touch. We also thank Peter Dunn in Brisbane and Phil Vabre in Melbourne who also contributed varied and interesting videos and speakers during the year.

JR Ed

RAAF titles out now or soon:

- Cold War Warriors – out now
Controversy to Cutting Edge – December 21
Then Now always – December 21
Aircraft of RAAF & Units of RAAF-2 book box set March 22
Units of RAAF (standalone copy) – March 22
Aircraft of the RAAF (standalone version reprint) – March 22
Battle of the Atlantic – April 22
Invited to a War – July 22

The RAAF books are available to the general public through the publishers, Big Sky Publishing (www.bigskypublishing.com.au), but quite a bit cheaper through Booktopia (www.booktopia.com.au). Some are in good bookstores, and even in Big W.



ASK 'n ANSWER

TL

PEOPLE who want information on a particular question are invited to list the question, and anyone with information or suggestions can reply - with the question and the reply printed in future Southern Skies' issues. Students researching a topic and those with ideas and answers can support, clarify and question aviation facts and records. This can publicise research, which is always good for both aviation researchers and readers.

✈ INTERSTATE NEWS - please check with State contacts.

Both Melbourne and Brisbane meetings are being held by Zoom and live, where possible. Details of Zoom meetings will be advised by email.

Contact AHSa Inc: Dave Prossor, President president@ahsa.org.com

Contact AHSa (Qld): Peter Dunn, Hon Sec: ahsaqld@gmail.com

Tasmanian Aviation Historical Society: Chris Byrne admin@tahs.org.au

Hangar 17, 287 Evandale Rd, Western Junction, Tas 7212

✈ All interstate friends and members are welcome.

Thank you Warwick,Bigsworth, Distribution; Ian Debenham, Research/Edit; Tom Lockley, History; John Scott, L&L; and aviation friends for supporting the issue of the 2021 newsletters. Contributions should be sent to the Newsletter Editor: judyrainsford@hotmail.com jr97 AHSa (NSW) Inc

Corrections & Comments

All correction of information and general feedback regarding contents in Southern Skies should be sent to the Editor for attention. Ed Judy Rainsford

Goble in World War I: part 2

(Continuing the story of Stanley James ('Jim') Goble, whose story will occupy these pages for some time!. The last issue described his birth in Australia, his pre-war work as station master, and his career with the Royal Naval Air Service until his award of a DSC in September 1916. Again, the material is taken from two magnificent articles by Peter Helson in the '14-'18 Journal published by the Australian Society of World War I Aero Historians: 2020 volume 2 and 2021 volume 1. Direct quotes are in *Italic print*).

In November 1916 Goble transferred to 8 Squadron RNAS, flying over the Somme area of the battlefield. The squadron had three flights—A Flight equipped with Nieuport 17s, B Flight equipped with Sopwith Pups and commanded by Goble, and C Flight equipped with 2-seater Sopwith 1½ Strutters. Among the pilots in Goble's flight was a fellow Australian, Flight Sub-Lieutenant Robert Little, who would become the highest scoring Australian fighter ace of all time with 47 victories. The Pups were tasked with offensive patrols, while the other two flights patrolled along the front lines. *Goble's squadron, in between missions, spent a lot of time discussing this form of air combat but when they actually engaged German aircraft the subjects of discussion were forgotten: most engagements degenerated into dogfights.*



Amazingly, they flew at altitudes up to 20,000 feet without oxygen, in patrols of up to three hours, suffering fatigue, frostbite and hypothermia. He scored several more successes against enemy aircraft, and was awarded the Distinguished Service Order. In December, the cold was intense, and Goble was 'continually sick'.

B Squadron was withdrawn in February and re-equipped with Sopwith Triplanes, rejoining the war at Fumes, a base near Dunkirk, and Goble was appointed Acting Flight Lieutenant. He took an interest in improving the aircraft, seeking improved gun sights and better interrupter gear, and thought that manoeuvrability (good climbing and diving performance) was more important for a fighter aircraft than outright top speed. Actually the triplanes were superior in both respects to the Pups. Only 147 Triplanes were produced, all but 20 used by RNAS squadrons with considerable success.

Left: Goble (right) with Sopwith triplane.

In April 1917 Goble was once again posted to Dover Aeroplane Station No.1. *In addition to administrative tasks, which he acknowledged provided him with useful experience, he also flew patrols, searching for enemy aircraft and vessels, and ferried new aircraft across the English Channel to the Dunkirk Depot. Goble's combat experience was put to work in his new position, as part of his duties was also to oversee scout flying training undertaken by new pilots who were at Dover to complete their training prior to being posted to operational units.*

At this time, the German air force started to conduct daylight bombing raids against Britain, this time with large biplanes (such as Gothas) instead of Zeppelins. Goble was distressed to see these operations brought about a change in the attitude in the civilian population towards aircrew. The populace tended to blame the Service personnel, especially aircrew, for the raids and criticised their inability to bring them to an end, and as Goble notes, 'admiration was replaced by openly expressed hostility'.

On 18 July he became Acting Squadron Commander of 5 Squadron RNAS, a bomber unit equipped with Caudron G.IV and Sopwith 1½ Strutter aircraft, which were used to carry out raids against the Belgian ports of Ostend, Zeebrugge and Bruges, as well as attacks against German airfields. On 1 April 1917 the Squadron moved to Petit Synthe, a small airfield near Dunkirk, and were gradually re-equipped with Airco (de Havilland) DH4 bombers.

He equipped the DH4s with twin rear-firing Vickers guns and insisted on his aircraft flying in close formation, maximising their defence and improving bombing by dropping bombs simultaneously from all aircraft. Morale improved as losses fell. Their base was often subject to German artillery bombardment and night air raids, and Goble instituted dispersal measures for aircraft and protection for airmen and there were no casualties. Goble often flew as observer – there was no photographic assessment of bombing accuracy, and he wished to assess the effectiveness for himself. He was also a successful air gunner, on one occasion shooting down two attacking aircraft. The DH4 was quite a successful aircraft, developing into the DH9 which was successful as a passenger aircraft in civilian life as well as being in service use until about 1930.

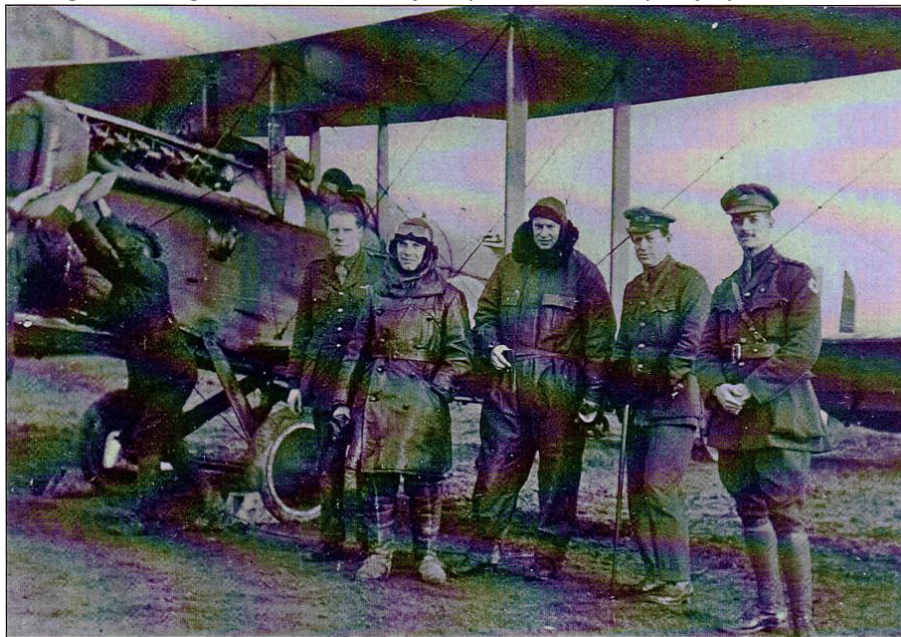
On 3 March 1918 5 Squadron was transferred to the Royal Flying Corps and moved first to an airfield near Villers Bretonneux. Here the ground proved to be too soft for the bombers and so the Squadron moved to Mons, an airfield much closer to the front lines. At the same time the Germans moved Richthofen's fighter unit JG 1 to the German side of the lines opposite the area in which 22 Wing was operating. This was preparation for what was to be the final German offensive of the war. The German fighters were reluctant to attack the bomber formations, but anti-aircraft fire had become more deadly.

The offensive began on March 21 and was initially successful. Goble was specially commended for the way that his squadron carried out a fighting retreat, managing to carry out attacks on the opposing forces as they withdrew. The official report stated that *on the first day of the battle, Naval Squadron No.5 had their aerodrome heavily shelled but continued to work through it, carrying out two raids. On the following day the enemy broke through and the Squadron had to vacate and retire. This was done successfully, very few stores being left behind. The main Squadron had to retire to an aerodrome forty miles in the rear, with roads in a congested state, and did not arrive until the next day. The pilots and machines of this Squadron, however, carried out no less than four bomb attacks on the enemy, landing at strange aerodromes to fill up. All turned up safely at their new aerodrome and carried out two further*

bomb attacks in the course of that day. The greatest credit is due to Squadron Commander S J Goble, DSO, DSC and the officers and men of Naval Squadron No.5 and this work shows what can be accomplished by a Squadron with good leadership and a good spirit amongst the officers and men.

Goble, second from right, and DH4.

On 1 April 1918 the Royal Air Force was formed, amalgamating the RFC and RNAS. 5 Squadron became 205 Squadron RAF, but the role of the squadron was not greatly affected. *One of Goble's more incredible*



exploits of the Great War occurred on 17 June 1918 when he was again flying as an observer/gunner, with Captain John Gamon piloting the DH4. They were flying as part of a raid on Chaulnes. An anti-aircraft shell exploded extremely close to the aircraft and Gamon was hit in the head by a shell fragment, which knocked him unconscious. To add to the problems the engine was damaged by shell fragments and petrol leaking from a fractured fuel line started a fire in the cockpit. The DH4 fell for about 1,000 feet and fortunately the fire went out. Using the dual flying controls fitted to the aircraft, "Goble managed to gain control of the aircraft, released the bombs and glided back towards the Allied lines, which he crossed at 6,000 feet. Gamon recovered consciousness, took over the controls and landed safely, despite an attack by a German Pfalz aircraft, which had been shooting at them during the return flight." After landing, thirty bullet and shrapnel fragment holes were found in the aircraft.

Towards the end of the war Goble and one of his Flight Commanders refused to be inoculated for typhoid because, as they told the Medical Officer, they were too busy to receive the injections. This proved to be a foolish decision on their part because they were the only two people in the unit to contract enteric fever and so Goble's participation in the Great War finished on 5 August 1918 when he was sent on six months' sick leave. During this time he returned to Australia.

To be continued..... Tom Lockley



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ABN: 83 295 759 224

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Rushcutters Bay NSW 2011

2022 MEMBERSHIP RENEWAL

AHSA (NSW) Inc subscription - \$35.00

Name: Phone No Mobile

Address: Postcode

Email:

TO MINIMISE AHSA NSW COSTS WE ENCOURAGE MEMBERS TO RECEIVE *SOUTHERN SKIES* BY EMAIL

I wish to receive *Southern Skies* via EMAIL.

Signed:.....

Send this form with your Subscription to:

- The Acting Membership Secretary, AHSA (NSW) Inc,
- **C/- Christine Ewoldt, 13 / 40A Roslyn Gardens, Rushcutters Bay, NSW , 2011**

OR Pay by direct debit:

- Acct Name: Aviation Historical Society of Australia (NSW) Inc
(BSB) 062 009 Account Number 00904128

Please insert your name in the Reference box and advise that you have paid to the Membership Secretary by Email at **paul.ewoldt@hotmail.com** along with your current address, contact details or any changes, and whether you wish to receive *Southern Skies* via Email or hard copy.