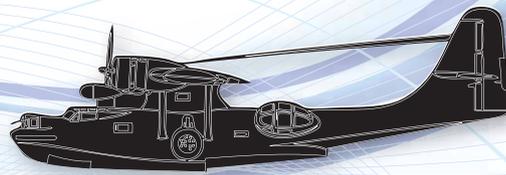


The Catalina Flying Memorial Ltd NEWSLETTER

AUGUST - SEPTEMBER 2015



www.catalinaflying.org.au



By Philip W Dulhunty, Chairman

“We” have had three successful engine runs since 11th June.

Our PBY6A – Catalina VH-CAT is nearly there! She is on the brink to go on the drink!



Photographs - Courtesy Patricia Parrague

Our supervising LAME Mick O’Grady has virtually rebuilt her with modern materials and methods, so much so, that she will be BETTER than when she was originally built in 1945 (70 years ago!)

She’s a bit like grandfather’s axe with 2 new heads and 2 new handles – new engine, propellers, flooring, tyres, etc, etc.

But there’s still a little way to go. Mick estimates about \$85,000 will fix it.

The sad news is – we desperately need a sponsor! A corporation who would get a lot of great P.R. on TV, daily press, etc. She has fully reconditioned zero hour engines, restored wing spars with 70 years of corrosion all cleared up, refurbished landing gear and with new tyres, 2 reconditioned propellers. All work done has been at 21st century standards with new materials. No expense has been spared to get things absolutely right.

The Catalina has a great unsung history in Australia’s past – barely recognised in the War Museum.

General MacArthur stated that without the Australian “CATS” he would never have been able to return to Manila.

A new book just out *The Night Shift* describes and illustrates the Australian CATS who operated at night to lay mines inside the harbours occupied by the enemy navy. To do this they removed all the heavy armour plating and self sealing in the

fuel tanks. There was no GPS and CATS weren’t pressurised so they had to fly through tropical storms and clouds to navigate by dead reckoning.

Some of them ended up dead wrecking.

When they got there they had to come down to sea level to drop their mines – like the “Dambusters”.

The Japanese never knew how the mines got there!

In one sense VH-CAT may return to one of its WARTIME roles! As a volunteer to the Marine Rescue Organisation we have offered the special services the Wartime CATS performed. That is the search and rescue of downed aircraft, missing boats, etc and the relaying of distress calls

Unfortunately although we signed a Memorandum of Understanding with the Rathmines Catalina Group for us to operate our CAT at the Rathmines base, this was dependant on them building a suitable hangar and wash-down area. They have failed to do this, so we are looking for an alternative base appropriate for the history of the PBY Catalina.

Any suggestions?

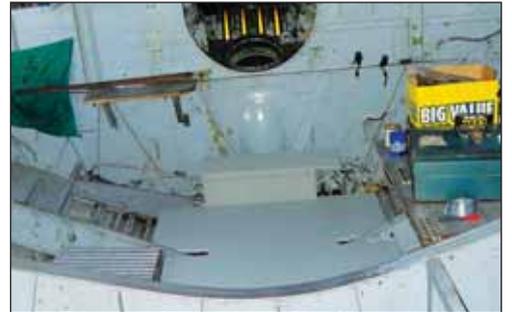
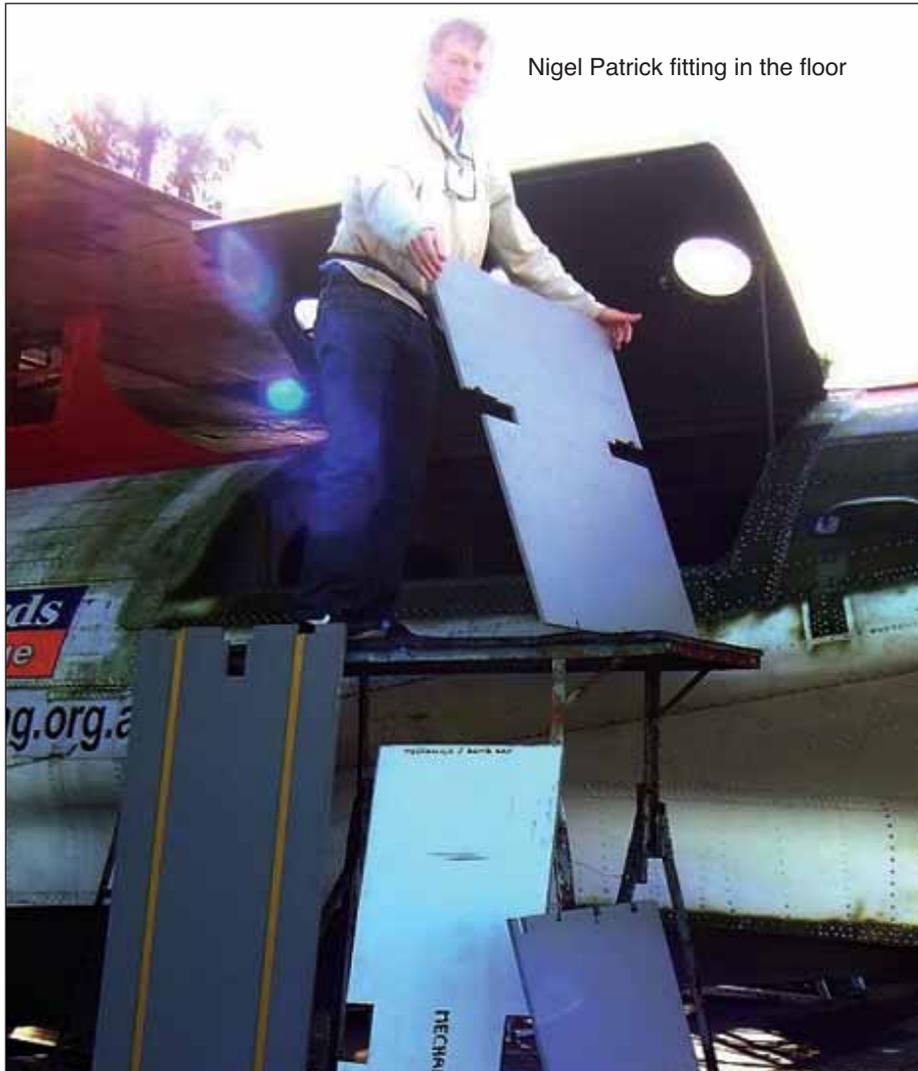
Engine Run ...

“We” have had three successful engine runs since 11th June.



Men at Work

- Pictures taken 4 July 2015, 2015 by Patricio Parrague.



My Brother James

CONTRIBUTION by Ken Cox

My brother **James Henry Cox** was a gunner with the Catalina squadron, but was lost somewhere in Milne Bay area in 1944 and never recovered. I am attaching some photos which I found on an old family disc, there are more photos of aircraft on the disc. Hope they may be of interest.



Doug Nolan

In Memory - Doug Nolan
22 February 1919- 27 July 2015

A loving father, a good friend and a man of accomplishment

One of our longest serving flying friends, in WW2 Catalinas and historic Qantas flights has, like the eagle, flown into the sunset. Doug Nolan - 22 February 1919 - 27 July 2015, had happily retired into the Narrabeen War Service homes and died after a short illness. He was home with his son Laurie when had a stroke and he passed away 24 hours later peacefully with his family nearby.

A memorial service was held at Northern Suburbs crematorium on Tuesday 4th August which was strongly supported by friends and family.

To adequately compass the life of Doug Nolan you need a book *The Doug Nolan Story* ed. Pam Bayfield and an interest in aeroplanes. Many remarkable stories are well told in his biography.

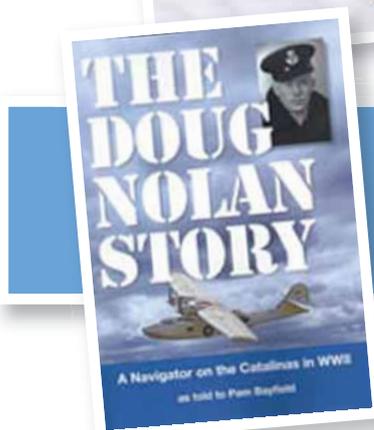
They tell of his being a country boy in Young during the 30's depression, his entry into RAAF in June 1941 covering navigational training in Evans Head and Bundaberg on Ansons finally being posted to Catalinas with 20 Squadron in Cairns on 23rd September, 1943.

So began the serious work of planning and executing deep-sea mining sorties to Dutch New Guinea and Kavieng, Makassar and further west into Balikpapan, work that prevented one third of the Japanese fleet from carrying out their war duties and gaining the admiration of general MacArthur. There were the interesting post-hostilities flights to Labuan and Kuching repatriating our Australian POW's.

Doug's flights with Qantas were almost as exciting and often broke new ground on distances covered and aircraft possibilities, in all of which situations his navigating skills and general airworthy competence were outstanding.

On many occasions his crew carried important military and political figures with his sterling qualities of organisation given full play. His strong love for his family opportunities kept his spirits high and he gathered many friends around him.

The recent bestowing of Order of Australia medal to him is an appropriate recognition of his service to the nation in war and peace



The Doug Nolan Story
ed. Pam Bayfield



Attending the funeral was Philip Dulhunty, John Goldsbrough and Ray Berghouse



FLTLT. Doug C Nolan, OAM

22nd February 1919 - 27th July 2015

Qantas days

Doug joined Qantas in 1950, after the flying bug bit him again after his Catalina days. Passing all six navigational exams to become a civilian navigator- on the first attempt. A rare feat!

His first Qantas flight was in a DC4 on 26th September 1950-exactly five years after his last RAAF flight.

He was appointed Supervisory Navigator in January 1957.

Then in 1971 to Chief Navigator.

Super Constellation.

He was the navigator on Qantas's first Super Constellation "Southern Constellation" L-104G-82-153 (VH-EAG) when it was delivered to Sydney on 15th April 1954 from Honolulu, Hawaii. Immediately after takeoff they lost a particular hydraulic system, meaning they could not pressurise the aircraft and fly at a certain height. They were then restricted to a height of 2,000ft all the way to Sydney. To increase their ground speed they intercepted any cloud close to their planned direct tack that looked like it had up-currents, lifting the aircraft to a higher altitude so they could fly nose downwards for a time, thereby attaining a higher ground speed with which they could again reach their planned height of 2,000ft. This procedure was carried out on numerous occasions all the way to Sydney and achieved the desired result. This resulted in flying over the then new Qantas Building in Sydney at 3pm, exactly on time, as P.M. Bob Menzies was officially declaring the new building open.

This was then the longest flight of a piston driven commercial aircraft. Doug helped pioneer cooling the fuel to

increase its specific gravity. This increased the weight of the fuel for a given volume and as an aircraft burns fuel by weight not volume -it increased its range.

On 30th November 1959 he was operating on a Super Constellation with P.M. Bob Menzies and his entourage on board, to Djakarta and then throughout Indonesia for talks with the President Mr Soekarno. Then onwards to Kuala Lumpur for talks with the Malaysian Government Leader on 7th December. Doug and all the crew were subsequently invited by Patti Menzies and the P.M. to join them for an informal afternoon tea party at Kirribilli House, Sydney.

Boeing 707 days.

In late June 1959 he was positioned to Boeing Field, Seattle Washington State for the acceptance and delivery to Australia of the first Boeing 707 Jet aircraft purchased by Qantas (VH-EBB).

With Bert Yates in command he made two acceptance flights on 23 June and 26th June and on 30th June flew from Seattle to San Francisco, then onto Honolulu, halving the time of a Super "Conny". With another pilot they arrived in Sydney via Nandi on 2nd July 1959.

Late in May 1965 the Australian Government under Menzies decided to send 555 troops to Vietnam. Doug and other crew members were assembled in Manila to operate the final sector Manila to Saigon, under the utmost secrecy! On 2nd June on his first flight into Saigon, they had to make a rapid descent, as up until the last moment they had received no clearance to land from the Control Tower. Turned out they did not know Doug and his crew were coming! He flew P.M. Gough Whitlam on 24th July 1973 from Honolulu to Mexico City and thence onto Merida and the Yucatan Peninsula in the Gulf of Mexico.

After they all did some sightseeing they flew from Merida to Washington DC for two days then onto New York. On 1st August he flew the P.M. to Ottawa for talks with the Canadian P.M. Next day they returned to Sydney via Honolulu

and Nadi arriving back on 4th August. "A nice little break (junket?) indeed".

He also carried Her Majesty Queen Elizabeth and her party from London to Vancouver on 11th October 1973.

This was the first flight by Qantas on this route.

VH-EBB met its end at Port Harcourt in Nigeria in 1998.

Official retirement came in 1974, but at 55 years young, he commenced a new career teaching navigation at TAFE, Brookvale and later at a private flying school at Bankstown, Sydney.

Catalina Association, NSW

Doug as a member of the NSW Catalina Association, became the ever capable and precise Treasurer, when I was the then President.

Awards:

For his achievements, he was elected a Fellow of the Australian Institute of Navigators on 3rd December 1969 and also awarded the Master Air Navigation Certificate on 13th September 1973 by the Guild of Air Pilots and Navigators, (GAPN). The highest honour was when he was admitted on 11th May 1990 into the Livery of GAPAN. He was further honoured by being admitted by Queen Elizabeth and granted Honourable status in February 2014. The Company's motto is 'Per Caelum Via Nostra', or 'Our Way is By the Heavens'.

On the 8th June January 2015, Doug was awarded an OAM, 'for service to aviation and history'.

Sadly he will not be able to be presented with his award, but his family will be there. Laurie, Peter, Dave and Judith. He had 10 grandchildren and six great great grandchildren. Lorraine, the love of his life died in 2005. He had nursed her for many years, 'like a saint', until two years before her death, when she had been in a Nursing Home.

Compiled by,
John Goldsbrough.
7th August 2015



Wonderful Donations - it all helps - with thanks...

Donations given generously by:

- Mark Killmier
- Peter Lemon
- J Bourke
- A Coleman
- Linda McGregor
- Peter Southwell-Heely
- Sam Kennard
- Kennards Self Storage

We have received a substantial donation from **Sam Kennard of Kennards Self Storage**. Neville his father who was our main sponsor, was a great aviator, going from seaplanes to helicopters and back to flying boats. His interest in our Catalina was to a great extent because his uncle was Graham Pockley who was famous for his wartime operations on Sunderland flying boats in the Bay of Biscay where he was credited for sinking a number of U boats. The area became known as *Pockley's Corner*.

In the Australia/Pacific area of the war the Australian Catalinas did for Australia what the Spitfire and Sunderlands did for England.

Neville felt that as a nation we owed alot to them!

Donations are tax deductible and are URGENTLY required.

Catalina lovers and supporters should send their cheque contributions to:

The Catalina Flying Memorial Ltd, PO BOX 372 North Ryde, BC 2113

OR

Direct Deposit: ANZ Bank BSB 012 172 A/C No. 8370 26202

To obtain a tax deductible receipt for your direct deposit donation please email your details:

CatalinaMemorial@dulhunty.com (Please note this a special email address for direct deposit donations only)

OR

We accept **Visa / Mastercard / Amex.**

Please call Christina on (02) 9418 3881 or 8060 1317 to make your credit card donation.

Donations

Welcome... New Members 2015

Rod Campbell	James Campbell	Ted Bushell	Paul Scully
Jenny Entwisle	Phillip Lee	Peter Johnson	Isobelle Anscombe
David Cook	Ian Scott	Stewart Masters	Jeff Apitz
Bruce Bramhill	Peter Wallace	Russell Dehnert	Ian Edie



NEWSLETTER CONTRIBUTIONS

Have a story to tell.... perhaps one about a Catalina?

If you have something you think is interesting and worth sharing please send it to us

Contributions are very welcome.

Please email to: philip@dulhunty.com

DON'T FORGET!

Rathmines Catalina Festival
Sunday 25 October

ALL enquiries: ian@cre8inggrowth.com.au
Mr Ian Mackey



My Life in the RAAF

CONTRIBUTION by Bob Ballingal

I enlisted in the RAAF in May 1943 at the age of 18. Although I would have liked to have enlisted as aircrew, this was not an option for family reasons, my brother then on Ops in Bomber Command. Hence I enlisted in ground staff as a Trainee Technician.

After pushing a file for 3 months we then had the option of selecting the desired trade.

As very few had even travelled interstate due to depression years, it was natural to select all courses held in Sydney, then Melbourne & last of all, Hamilton in Victoria. As you might guess, I got Hamilton, Armament School, It proved to be an extremely interesting course covering a very wide range.

After a brief period as staff at General Reconnaissance School, Bairnsdale Victoria, I was posted to Air Armament and Gas School at Nhill Victoria to do the advanced Fitter Armourers course. After a short term at 5 Aircraft Depot Wagga I was posted to 76 KittyHawk Fighter Squadron at Noemfoor, N G where all of my work consisted of major overhaul of point 5 Browning machine guns.

In April of 1945 the Squadron was moved to Morotai in the Halmaheras

A few days after my arrival I was very pleased to learn I had been to posted to 113 Air Sea Rescue Flight, (Catalina Flying Boats.) Although an Air Sea Rescue Flight we were engaged with Z special Force in dropping troops on lakes or rivers behind enemy lines.

A few months later we moved to Labuan in Borneo, where I remained until cessation of hostilities.

This was probably the best period of my service. Cats were a great aircraft, the crews, when we saw them, always friendly. Cats carried 3 ground staff. Flight Engineer, Airframe Fitter & an Armourer, all trained as Sgt Air gunners. After a tour of Ops they reverted to their previous rank and tasks.

Noemfoor & Morotai were as hot as hell particularly working in the aircraft on the ground. Shorts, Boots & Hat were the norm.

Working hours could be any time of the day. In fact when Tarakan was invaded our unit ran a courier for service for approximately 3 months due to the unserviceability of the airstrip. The aircraft would arrive back around 2200hrs when it would be serviced, then loaded with mail & blood plasma etc ready for take-off at 0200.

Meals! Bloody woeful, all tinned or dehydrated.

Beer was virtually non existent but that didn't worry me as I didn't drink & water was always chlorinated'

When based at Labuan, the war having ended, I was fortunate in having a flight to Kuching, alighting there on the river. On return we had on board the Japanese Commander of the area, Lt Col Suga, together with his batman & around 20 IndianPow. We made a water landing on return to Labuan & off loaded to an army Duck. I will always remember the look on the faces of the POW when it just drove up on the beach, they not having ever seen one before.

Despite all precautions, Suga committed Hari-Kari that night'.

Luck was on my side and I was fortunate in being posted back to Australia and we had a Catalina going South in a few days. Take-off around 1700 hrs. Flight to Melville Bay, 15 hrs, no sleep, take-off for Sydney 1700, still no sleep! Trooper/Sleeper to Melbourne (3 cyclone gates, shared between 4. I drew the crow & had to share the bottom bunk, even so I slept for 12 hours. After just on 3 years in the RAAF I was discharged in March 1946'.

After the cessation of hostilities a Club of former Catalina personnel formed in each State. I have been a member for well over 50 years & have served on the Committee, which included over 20 years as Secretary.

About 1970 a relationship was established with 11 Squadron, still a Maritime Squadron, based at Edinburgh, and a former WW2 Catalina Squadron. They hold us in very high regard and we them!

Last ANZAC Day a fellow came up to our group & said, to me. "I owe my life to Catalina". He was a navigator on a Beaufighter shot down in a Strait between two Japanese held islands. Fortunately one of our Catalina's picked up their May-Day and although 2 hours away, was able to respond.

During the rescue the Cat was shot at from both sides of the Strait seriously wounding one of the crew. Luckily they had on board an American Medic who attended him and in fact saved his life. He is still alive and I was able to pass on to him that I had met one of those whom he had rescued. This story was published in the RSL magazine in 2013. I have since learnt of another crew member who is still alive.

Updated 4/2014. The wounded crew member lived until approximately 15 months ago.



A little bit of humour is good for your soul.... enjoy and have a giggle :)

Avocado's

A wife asks her husband "Could you go shopping for me and buy one carton of milk and if they have avocados get six."

A short time later her husband comes back with six cartons of milk.

His wife ask "Why did you buy six cartons of milk?"

He replied "Well, because they had avocados!"

Goodnight Beautiful

By the time the sales rep pulled up into a small town, every hotel room was taken. "I don't mind sharing a room" he tole the manager.

"Well I have a double room with one occupant - another sales rep," admitted the manager," and he might be glad to split the cost of the room."

"But to tell you the truth, he snores very loudly." "No problem" the rep assured him. "I'll take it."

The next morning, the manager asked: "How'd you sleep?" - "Never better," replied the rep.

"He was already in bed, snoring away, so I kissed him on the cheek, said 'Goodnight beautiful', and went to bed. He then sat up all night watching me like a hawk."

Please note our new address:

The Catalina Flying Memorial Ltd

**Suite 2.03, 2nd floor,
102-104 Longueville Rd
Lane Cove 2066**

**Phone: (02) 9418 3881
(02) 8060 1317**

The Jerry Can



During World War II the United States exported more tons of petroleum products than of all other war material combined. The mainstay of the enormous oil-and gasoline transportation network that fed the war was the oceangoing tanker, supplemented on land by pipelines, railroad tank cars, and trucks. But for combat vehicles on the move, another link was crucial—smaller containers that could be carried and poured by hand and moved around a battle zone by trucks.

Hitler knew this. He perceived early on that the weakest link in his plans for blitzkrieg using his panzer divisions was fuel supply. He ordered his staff to design a fuel container that would minimize gasoline losses under combat conditions. As a result the German army had thousands of jerrycans, as they came to be called, stored and ready when hostilities began in 1939.

The jerrycan had been developed under the strictest secrecy, and its unique features were many. It was flat-sided and rectangular in shape, consisting of two halves welded together as in a typical automobile gasoline tank. It had three handles, enabling one man to carry two cans and pass one to another man in

bucket-brigade fashion. Its capacity was approximately five U.S. gallons; its weight filled, forty-five pounds. Thanks to an air chamber at the top, it would float on water if dropped overboard or from a plane. Its short spout was secured with a snap closure that could be propped open for pouring, making unnecessary any funnel or opener. A gasket made the mouth leak proof. An air-breathing tube from the spout to the air space kept the pouring smooth. And most important, the can's inside was lined with an impervious plastic material developed for the insides of steel beer barrels. This enabled the jerrycan to be used alternately for gasoline and water.

Early in the summer of 1939, this secret weapon began a roundabout odyssey into American hands. An American engineer named Paul Pleiss, finishing up a manufacturing job in Berlin, persuaded a German colleague to join him on a vacation trip overland to India. The two bought an automobile chassis and built a body for it. As they prepared to leave on their journey, they realized that they had no provision for emergency water. The German engineer knew of and had access to thousands of jerrycans stored

at Tempelhof Airport. He simply took three and mounted them on the underside of the car.

The two drove across eleven national borders without incident and were halfway across India when Field Marshal Goering sent a plane to take the German engineer back home. Before departing, the engineer compounded his treason by giving Pleiss complete specifications for the jerrycan's manufacture. Pleiss continued on alone to Calcutta. Then he put the car in storage and returned to Philadelphia.

Back in the United States, Pleiss told military officials about the container, but without a sample can he could stir no interest, even though the war was now well under way. The risk involved in having the cans removed from the car and shipped from Calcutta seemed too great, so he eventually had the complete vehicle sent to him, via Turkey and the Cape of Good Hope. It arrived in New York in the summer of 1940 with the three jerrycans intact. Pleiss immediately sent one of the cans to Washington. The War Department looked at it but unwisely decided that an updated version of their

The Jerry Can - Continued.

World War I container would be good enough. That was a cylindrical ten-gallon can with two screw closures. It required a wrench and a funnel for pouring.

That one jerrycan in the Army's possession was later sent to Camp Holabird, in Maryland. There it was poorly redesigned; the only features retained were the size, shape, and handles. The welded circumferential joint was replaced with rolled seams around the bottom and one side. Both a wrench and a funnel were required for its use. And it now had no lining. As any petroleum engineer knows, it is unsafe to store gasoline in a container with rolled seams. This ersatz can did not win wide acceptance.

The British first encountered the jerrycan during the German invasion of Norway, in 1940, and gave it its English name (the Germans were, of course, the "Jerries"). Later that year Pleiss was in London and was asked by British officers if he knew anything about the can's design and manufacture. He ordered the second of his three jerrycans flown to London. Steps were taken to manufacture exact duplicates of it.

Two years later the United States was still oblivious of the can. Then, in September 1942, two quality-control officers posted to American refineries in the Mideast ran smack into the problems being created by ignoring the jerrycan. I was one of those two, passing through Cairo two weeks before the start of the Battle of El Alamein, we learned that the British wanted no part of a planned U.S. Navy can; as far as they were concerned, the only container worth having was the Jerrycan, even though their only supply was those captured in battle. The British were bitter; two years after the invasion of Norway there was still no evidence that their government had done anything about the jerrycan.

My colleague and I learned quickly about the jerrycan's advantages and the Allied can's costly disadvantages, and we sent a cable to naval officials in Washington stating that 40 percent of all the gasoline sent to Egypt was being lost through spillage and evaporation. We added that a detailed report would follow. The 40 percent figure was actually a guess intended to provoke alarm, but it worked. A cable came back immediately requesting confirmation.

We then arranged a visit to several fuel-handling depots at the rear of Montgomery's army and found there that conditions were indeed appalling. Fuel arrived by rail from the sea in fifty-five-gallon steel drums with rolled seams and friction-sealed metallic mouths. The drums were handled violently by local laborers. Many leaked. The next link in the chain was the infamous five-gallon "petrol tin." This was a square can of tin plate that had been used for decades to supply lamp kerosene. It was hardly useful for gasoline. In the hot desert sun, it tended to swell up, burst at the seams, and leak. Since a funnel was needed for pouring, spillage was also a problem.

Allied soldiers in Africa knew that the only gasoline container worth having was German. Similar tins were carried on Liberator bombers in flight. They leaked out perhaps a third of the fuel they carried. Because of this, General Wavell's defeat of the Italians in North Africa in 1940 had come to naught. His planes and combat vehicles had literally run out of gas. Likewise in 1941, General Auchinleck's victory over Rommel had withered away. In 1942 General Montgomery saw to it that he had enough supplies, including gasoline, to whip Rommel in spite of terrific wastage. And he was helped by captured jerrycans.

The British historian Desmond Young later confirmed the great importance of oil cans

in the early African part of the war. "No one who did not serve in the desert," he wrote, "can realize to what extent the difference between complete and partial success rested on the simplest item of our equipment—and the worst. Whoever sent our troops into desert warfare with the [five-gallon] petrol tin has much to answer for. General Auchinleck estimates that this 'flimsy and ill-constructed container' led to the loss of thirty per cent of petrol between base and consumer. ... The overall loss was almost incalculable. To calculate the tanks destroyed, the number of men who were killed or went into captivity because of shortage of petrol at some crucial moment, the ships and merchant seamen lost in carrying it, would be quite impossible. After my colleague and I made our report, a new five-gallon container under consideration in Washington was canceled.

Meanwhile the British were finally gearing up for mass production. Two million British jerrycans were sent to North Africa in early 1943, and by early 1944 they were being manufactured in the Middle East. Since the British had such a head start, the Allies agreed to let them produce all the cans needed for the invasion of Europe. Millions were ready by D-day. By V-E day some twenty-one million Allied jerrycans had been scattered all over Europe. President Roosevelt observed in November 1944, "Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German Blitz of 1940."

In Washington little about the jerrycan appears in the official record. A military report says simply, "A sample of the jerry can was brought to the office of the Quartermaster General in the summer of 1940."

Wright –Patterson Air Force Base



CONTRIBUTION BY *Ian Mclean and Jim Dennis*

This is the Louvre of aviation, at the Wright-Patterson Air Force Base, just 6 miles NE of Dayton, Ohio. It would take a week to do the museum justice.

How could they amass such a collection?

Those interested in aircraft will enjoy visiting this museum; there are plenty of photos in the link below.

Click the link:

<http://www.nationalmuseum.af.mil/>



DVD – RETURN OF THE CATALINA



RETURN
OF THE
CATALINA

www.returnofthecatalina.com

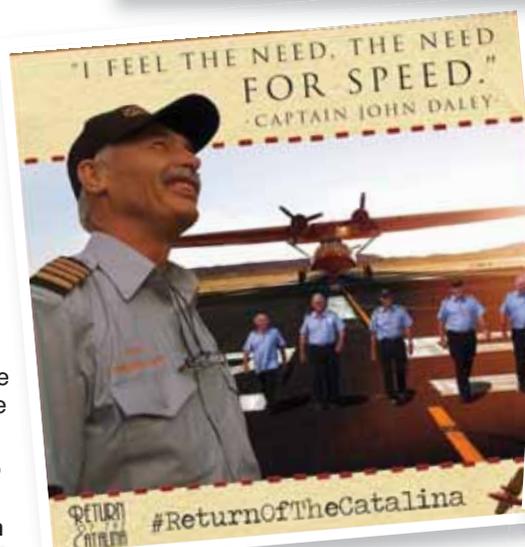
In 1943, a few brave men reconnected an empire. They flew Consolidated PBV Catalina flying boats non stop for 32 hours across enemy territory, breaking the Japanese air blockade of Australia. Despite their brave efforts, the crews of the Double Sunrise Flights were never recognised for what they did. Today a few brave men hope to change that as they resurrect a 70 year old Catalina flying boat, and fly it half way across the world from Spain to Australia in order to preserve the memory of the Double Sunrise Flights.

Their epic journey from 2011 will inspire you to persevere and to never give up hope. A feature-length documentary film covering this momentous feat is in the final stages of production. Called *The Return of the Catalina*, it will be available in both DVD and Digital Download on July 17th of this year.

A YouTube Trailer to the film can be seen at:
www.returnofthecatalina.com

In addition, there is currently a promotion on offer for a related documentary by the same producer called 'The Double Sunrise Flights' which retells the tale of those daring RAAF personnel who flew the Catalina re-supply missions into blockaded Australia during the early, dark days of the Pacific war.

Those interested in seeing the film can download it for just \$6.95 (RRP \$14.95), but if they type in the promo code: *catalina* they will get an extra \$2.00 off the price bringing it to \$4.95.



Just in case you miss out on seeing the film, we have purchased a number of DVD's for re-sale \$30.00.

DVD – RETURN OF THE CATALINA



 **INVITATION TO ATTEND**
THE WORLD PREMIERE

RETURN OF THE CATALINA

is being held conjunctively around the world on
6pm Saturday 22 August 2015
The Sydney venue - HARS at Albion Park.

\$20
PER PERSON

RED CARPET AFFAIR AND BLACK TIE
Hot and Cold food packs will be on sale.

From retired **744 Captain Warwick Tainton**, retired chairman of Qantas Founders Museum:

Several years ago the then directors and volunteer engineers and pilots of Qantas Founders Museum, accessed, resurrected and flew a Catalina Flying Boat from Spain

to Longreach, the one which is now painted up to represent the *Double Sunrise Service*.

It was a massive effort and took two years to achieve.

I, we, commissioned a young film director, Daniel Bunker, to film the operation.

Qantas helped with travel and other arrangements.

You may have seen the half hour one he did on the *Double Sunrise* with the late last (we believe) surviving pilot Rex Senior.

Following that he has completed a full length movie which I have viewed and very much enjoyed. Its about the Double Sunrise service and the QFM volunteer team and why they did it.

The websites below tell the story and lead to ticketing.

<http://www.returnofthecatalina.com>

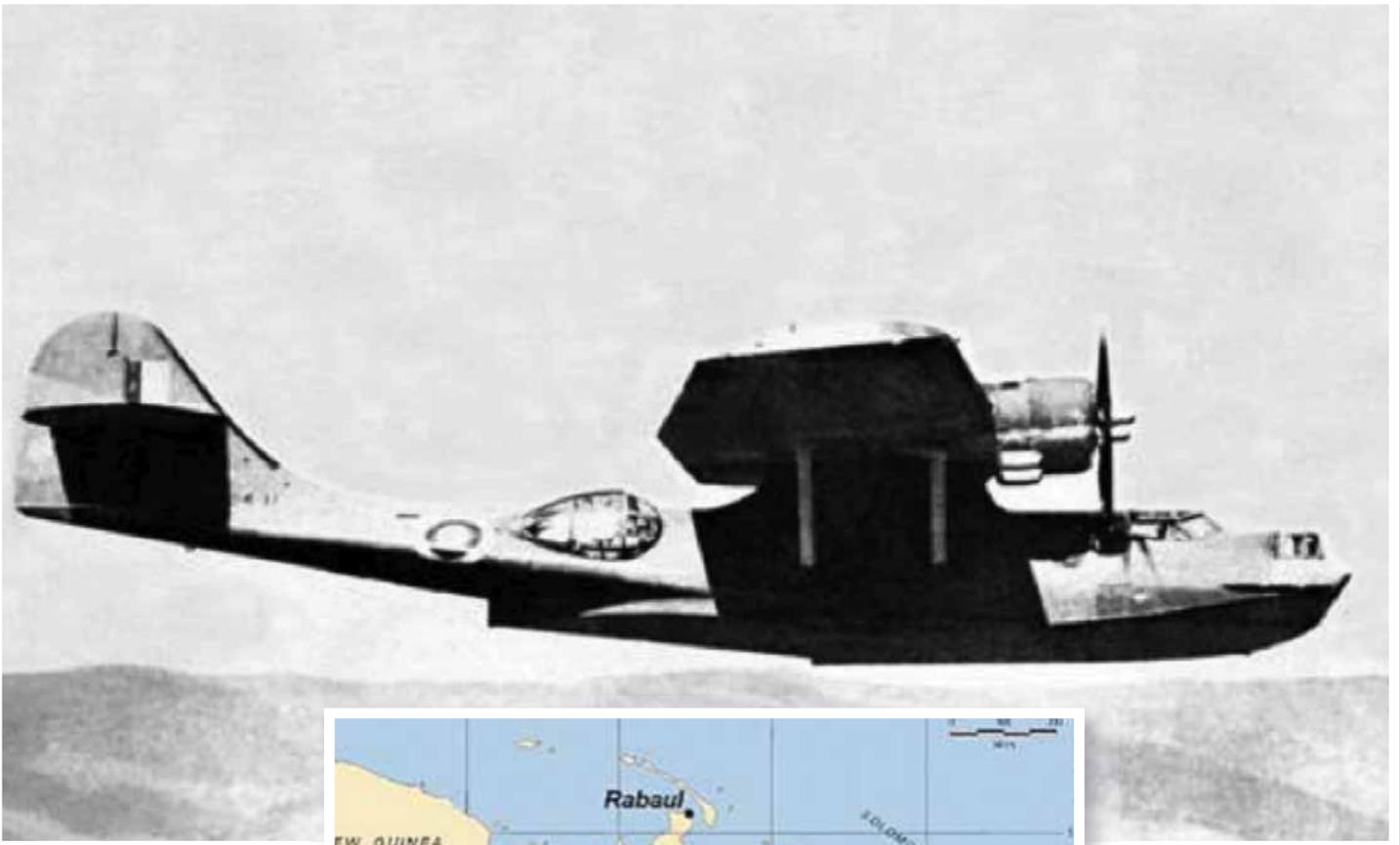
<http://returnofthecatalina.com/screenings.html>

<https://www.eventbrite.com.au/e/return-of-the-catalina-premiere-hars-albion-park-tickets-17704788499>



4 May 42 - Battle of the Coral Sea

11SQN Catalina A24-11 c 1944



The Battle of the Coral Sea -- fought between 4-8 May 42 -- was the first naval engagement fought by aircraft alone as the opposing fleets were never in visual contact. HMA cruisers, AUSTRALIA, (CAPT H. B. Farncomb, RAN), flagship of RADM J. Crace, RN, and HOBART, (CAPT H. L. Howden, RAN), were ordered to rendezvous with the American warships in the Coral Sea. Australia was involved in the Coral Sea battle from the very first when locally-based signals intelligence units made a significant contribution to the early detection of the Japanese thrust.

Combining this information with that gleaned from coastwatchers and aerial reconnaissance the Combined Operational Intelligence Centre in Melbourne issued an assessment on 25 April that a Japanese operation to occupy Port Moresby was imminent. Aerial reconnaissance flights were flown from Australia and Port Moresby by USAAF and RAAF aircraft. With Japanese naval and air attacks on Port Moresby escalating, No 11 Squadron -- based at Port Moresby flying

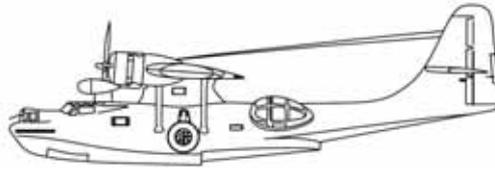
Consolidated Catalina Flying boats -- was withdrawn to Bowen, Queensland; prior to, and during, the move, unit aircraft flew reconnaissance missions for naval vessels engaged in the Battle of the Coral Sea. Cairns-based Catalinas of No 20 Squadron also provided reconnaissance during the Battle - see 2 May item Although neither side won a clear victory, the Japanese were forced to attempt to capture Port Moresby in a ground campaign, rather than by sea as they had hoped.



The Catalina Flying Memorial Ltd

ABN: 53 103 492 440

Founding Patrons:
Sir Richard Kingsland AO CBE DFC
Nancy Bird Walton AO OBE Hon ME Syd
Neville Kennard



Suite 2.03. Second Floor
102-104 Longueville Rd
Lane Cove NSW 2066
Tel: 9418 3881, 8060 1317
Email philip@dulhunty.com

www.catalinaflying.org.au

CAT CLUB MEMBERSHIP FORM

I would like to become a member of the 'Cat Club' (please tick)

TYPE	COST (incl. GST)	
<input type="checkbox"/> Individual	\$50 pa	
<input type="checkbox"/> Student/Senior*	\$25 pa	If you are a senior or student, please provide your date of birth below:
<input type="checkbox"/> Family	\$100 pa	Date of Birth:-----/-----/-----
<input type="checkbox"/> Individual Life	\$500	
<input type="checkbox"/> Student/Senior Life*	\$250	Note : If you are a Student, please include a copy of your Student ID.
<input type="checkbox"/> Family Life	\$1000	

* A full-time student or person who is 65 years of age or over qualifies for the Student/ Senior membership category.

In addition to membership I would like to make a further donation of \$.....

MEMBERSHIP DETAILS

(PLEASE PRINT LEGIBLY)

Title: _____ First Name: _____ Last Name: _____

Address: _____

Town/City: _____ State: _____ Postcode: _____

Tel: _____ Mobile: _____

Email: _____

Signature: _____

Comments: _____

PAYMENT OPTIONS

Cheque Cash Direct deposit (please attach receipt)

Cheques are to be made payable to: *The Catalina Flying Memorial Ltd*

Direct deposit to: *The Catalina Flying Memorial Ltd*
ANZ Bank, BSB 012 172, Account No. 8370 26202

Please charge my Credit Card \$.....

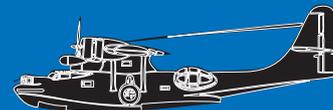
() Mastercard () Visa () Amex

Card No | | | | | | | | | | | | | | | |

Expiry Date: ____/____/____ Signature: _____

S/cats2/members/membership form Jan 2012

List of Merchandise



Books

Cats At War

By Carol Gaunt And Robert Cleworth

\$45.00

The Fabulous Catalina

Bob Cleworth

\$45.00

The Night Shift

Bob Cleworth

\$45.00



Only \$45 each



Only \$30 each

Maps/Pens/Cups/Photos/Cards

Large CAT Operations 60cmx46cm	\$20.00
Small CAT Operations 45cmx32cm	\$ 5.00
White A3 cutaway view of CAT	\$ 3.00
Pens	\$ 3.00
Cups	\$10.00
Photo of Catalina at Rathmines – small card 14cm x 11cm	\$ 1.00
Photo of Catalina at Rathmines – large card 22cm x 14cm	\$ 2.00
Photo of Rathmines Base	\$ 3.00
Rathmines Bags	\$ 8.00
Leather Backed Key Rings	\$13.00

Shirts/Caps/Handkerchiefs

Catalina Caps	\$20.00
Men's Polo Shirts	\$35.00
Ladies Polo Shirts	\$39.00
Children's Polo Shirts	\$30.00
T Shirts	\$25.00
Children's T Shirts	\$22.00
Handkerchief	\$ 5.00

DVD'S

Flight Of Felix	\$30.00
Black Knights	\$30.00
Great Planes – Pby Catalina	\$30.00
From Sea To Sky	\$30.00
Classic Cockpits	\$25.00
DVD Documentary – Operation Catalina Heritage	\$15.00
DVD - Return of the Catalina (Qantas)	\$30.00

Prices do not include postage.

Please phone Christina on (02) 9418 3881 or 8060 1317 if you require further information.

Payment Options Please tick boxes where applicable.

Cheque Cash Direct deposit (please attach receipt) Credit Card

Cheques payable to: **The Catalina Flying Memorial Ltd**

Direct Deposit: **The Catalina Flying Memorial Ltd, ANZ Bank, BSB 012 172, A/C 8370 26202**

Credit Card: \$..... Name:

Mastercard Visa Amex

Card No:

Expiry Date...../..... Signature:

