

SOUTH AUSTRALIAN AVIATION MUSEUM
SIGNIFICANT AVIATOR, AIRCRAFT & AVIATION EVENTS PROFILES

South Australian Aviation Museum Trophy Collection
Introduction

The South Australian Aviation Museum currently has in its possession 27 aviation competition trophies. (There are other trophies throughout the Museum but they usually form a part of a specific collection). Most of these are primarily associated with the Royal Aero Club of South Australia. The trophies range between 1929 and 1990, with the majority dating between 1930 and 1938.



Back Row: Naracoorte Centenary; Regent Cup; Grosvenor Cup; Advertiser Cup; Airspeed Trophy; Popular Hobbies Cup
Middle Row: E.C. Acres Trophy; Lady Pilots Handicap; Ross Smith Trophy Miniature; Best Landing Hang Glider; Lawson Cup;
Landing in Paddock; Brisbane- Adelaide Race; Ross Smith Trophy; WA Airways Cup
Front Row: Regent Cup (mini); Grosvenor Cup (mini); Brisbane- Adelaide; Regent Cup (mini); Club Trained Pilots Handicap;
M.L. Mitchell Trophy; Donald Cameron Trophy; Brisbane- Adelaide
Absent: Woodrow Cup; Head of the Air; Cessna Flying Club; C.C. Halton Trophy

The oldest trophy in the collection is the Grosvenor cup. Its award was administered by a committee set up for the purpose by the donor, and was not associated with the Aero Club of South Australia Ltd. The first noted donation to the Aero Club was The Ross Smith Trophy in 1929¹. The first Aerial Pageant was held on the 22/3/1930².

This period in aviation was very dynamic – international trophies such as the Schneider trophy and Harmon trophy were being hotly contested and indeed were instrumental in the technical advancement of aircraft and aviation in general. In

¹ Digest of Minutes Books 1 to 7 of the Royal Aero Club of South Australia 17/12/1929 page 63.

² Digest of Minutes Books 1 to 7 of the Royal Aero Club of South Australia 20/3/1930 page 65

South Australia the Aero Club was well established and the elite of Adelaide formed much of its membership.

At this time Aero Clubs would hold Pageants and /or Derbies at which competition would be a significant draw card. Attendance at these events was immense – on the 24/3/1930 the crowd was estimated at 40,000 with cars estimated at 5000³. (Given that the population of Adelaide at that time was 330,000, proportionately a crowd of more than 150,000 today). There were aerobatic displays, parachuting, Air Force displays and also competitions (usually in the form of a race) for various trophies. As the term ‘Derby’ usually applies to horse racing, the Air races were similarly announced – such as printed in ‘The Advertiser’ in 1930:

“Then came Matulich, with Jukes next, and the Wapiti rapidly overhauling the field at great speed. Wapiti takes the lead Birks turns for home followed by Matulich and Jukes with Gerrand in the Wapiti still gaining. Past Jukes he roared at 130 miles an hour, caught Hamilton, and, travelling at 140 miles an hour, passed the leader a mile from home, and then dived for the line, to win “The Advertiser” cup for No. 1 Squadron.”

Following such events there would be elaborate festivities including dinners and dances to accompany presentation of prizes. All this at the time of the great depression!

The trophies came to the South Australian Aviation Museum through various avenues. The majority came from the Royal Aero Club of South Australia in April 1990. Since this was some years after the club’s demise, it is not known who exactly contributed these trophies to the Museum. These trophies were:

The Regent Cup
The Airspeed Trophy
The Advertiser Cup
The EC Acres Perpetual Trophy
W.A. Airways Cup
Naracoorte Centenary Aerial Derby
Woodrow Cup
The Lawson Cup
The Popular Hobbies Cup
Ross Smith Trophy
Regent Cup Miniature
Club Trained Pilots Handicap
Head of the Air

Wayne Blackmore’s mother loaned the Best Landing Hang Gliding Trophy in 1995. The Cessna Flying Club trophy was donated care of John Griffiths in November 2002. W. Perry donated the Landing in a Field pewter mug in 2009. In the same year the National Hang Gliding Association Perpetual Trophy was located in a garage,

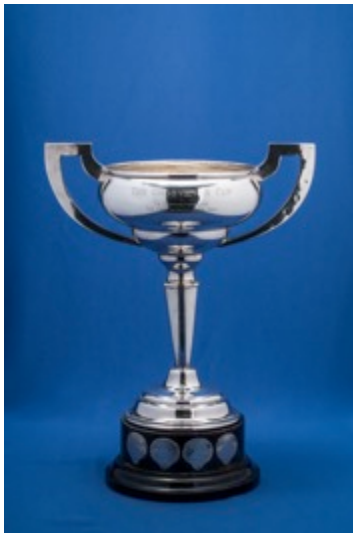
³ The Advertiser 24/3/1930 (Trove)

returned to the South Australian Hang Gliding Association who elected to donate it to the museum. "Browny" Lunn's son donated the Women Pilots Handicap trophy in 2010. In May 2011, David Bendall of Mari Trade purchased the Grosvenor Cup Miniature, The Regent Cup Miniature and the M.L. Mitchell trophy from an Adelaide Antiques dealer and donated them to the museum. Trevor Glover from Kadina donated the Sir Donald Cameron trophy in 2013. The donors of the Grosvenor cup, the CC Halton cup and Roy Gropler's Brisbane to Adelaide trophies are not specifically known. It is possible but not verified that Roy Gropler's sister donated his trophies sometime in the 1980s.

The following Parts list the trophies held by the museum with some background information as to their origin and recipients. Photos of the plaques attached to the base of the trophies accompany the text (when available).

SOUTH AUSTRALIAN AVIATION MUSEUM
SIGNIFICANT AVIATOR, AIRCRAFT & AVIATION EVENTS PROFILES

South Australian Aviation Museum Trophy Collection
Part 1 - The Grosvenor Cup



**THE GROSVENOR CUP
TO COMMEMORATE
THE FIRST HANDICAP AERIAL RACE
AT PARAFIELD S AUS**

The Grosvenor Cup was presented by the Commercial Aviation Company to commemorate Captain Hugh Grosvenor.

Captain Grosvenor was the Aide de Camp to the Governor of South Australia, Sir Alexander Hore Ruthven, and also a high profile aviator at the time. In 1929 he was awarded the Harmon Trophy⁴ for the first circumnavigation of Australia. After this successful flight he set his sights on the England to Australia record.

'Horrie' Miller suggested he purchase a Lockheed Vega for this venture. Grosvenor ordered the Lockheed with both wheels and floats to enable him to fly direct from Australia to Batavia (now Jakarta) and to Ceylon (now Sri Lanka) on floats and thence to England with a conventional undercarriage. While waiting for delivery of this aircraft, he went to Point Cook to gain some floatplane experience in a Wackett Widgeon II. Grosvenor was killed on the 6th January 1930 when the Wackett Widgeon II in which he was a passenger crashed into Port Phillip Bay.



Captain Hugh Grosvenor (Photo courtesy National Library of Australia)

From that point on the Grosvenor cup was awarded as a memorial to him to the winner of a Handicap Aerial Race held at Parafield, South Australia.

⁴ The Harmon Trophy: In 1926, wealthy American real estate developer and early balloonist Clifford B. Harmon established a series of trophies to be awarded annually to the most outstanding aviator, aviatrix and aeronaut in that year. Grosvenor's Trophy is currently on display at the Civil Aviation Historical Society's Museum at Essendon Airport.

Winners:



26.1.1929

N.N.Birks In a DH 60X Moth with a time of 6 minutes 8 and 2/5 seconds.

Birks was 22 years old when he won this event. He went on to fly with the RAF during World War II operating in the China Sea, Bay of Bengal and Indian Ocean. He was senior controller in the Eastern area after which he transferred to the United Kingdom to fly Wellington bombers from Northern Ireland. After the war he flew with a ferry unit operating Catalinas across the Atlantic⁵ and as second Captain with Captain P.G. Taylor on the first flight across the Pacific Ocean for which he received a commendation.⁶

He died at the age of 42 – at the time he was Managing Director of Motors Ltd. Adelaide.



9.3.1929

H.B. Hussey in a DH 9c with a time of 6 minutes.

‘Bert’ Hussey learnt to fly in England after service in World War I. On returning to Australia he joined the RAAF, gaining his ‘Wings’ in 1921. At the time he won this trophy he had left the RAAF and was flying for Horrie Miller’s Commercial Aviation Company. He went on to have a successful career, ultimately retiring from Qantas at age 50 with over 14,000 hours experience.



Bert Hussey in front of DH-61
G-AUTL ‘Old Gold’ c1928
Photo SAAM collection

‘Bert’ Hussey’s life and career are covered extensively in another South Australian Aviation Museum article.⁷

⁵ Trove The Advertiser 18/2/1949 page 2

⁶ Powerhouse Museum Collection Accessed 29th June 28, 2016

<http://www.powerhousemuseum.com/mob/collection/database/?irn=393022&search=bird&images=&wloc=&c=0&s=0>

⁷ SAAM history group 29th June 2016

<http://www.saam.org.au/wp-content/uploads/2015/04/SAAM-Profiles-H-B-HUSSEY-v3-26Apr2015.pdf>



31.5.1930

S.H. Hamilton in a DH Moth (no time on plaque)

Sydney Holmes Hamilton was born in 1898. He was a descendant of Richard and Ann Hamilton who established the Hamilton's Ewell Vineyards near Glenelg shortly after their arrival in South Australia in 1837⁸. He was trained by the Aero Club of South Australia, attaining his licence in 1929.⁹ Sydney's brother Eric owned DH-60G Moth, registered VH-UGV. Sydney Hamilton wrote a history of the Ewell Vineyards entitled 'Recollections of Sydney Holmes Hamilton'. It was published in 1992, 5 years after his death in 1987.



Photo courtesy Hamilton's Ewell Vineyards website accessed 28th August, 2016



Sydney Hamilton in his later years and his brother's DH-60G Moth VH-UGV
Photos courtesy Hamiltons Ewell Vineyards website accessed 27th August 2016
<http://www.hamiltonewell.com.au/heritage.html>

⁸ Hamilton's Ewell Vineyards – website accessed 28th August 2016 <http://www.hamiltonewell.com.au/img.html>
⁹ Wing Tips- The Story of The Royal Aero Club of South Australia Book 1: 1919 – 1941 Mike Milln Appendix III



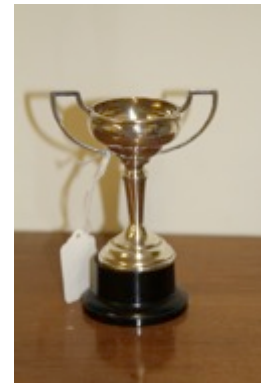
30.4.1932

L.C. Matulich in a DH 60 X Moth (VH-UGS, which was originally Hugh Grosvenor's aircraft¹⁰) with a time of 14 minutes and 19 seconds.

Laurence Claude Matulich was born in Petersburg South Australia in 1898. He served in World War I as a sapper in the 13th Field Company Engineers before moving to No. 67 Squadron AFC. In 1918, he was 'Mentioned in Despatches' for 'distinguished and gallant services and devotion to duty'.¹¹ He gained his 'A' Pilot's Licence with the Aero Club of South Australia in 1929. He was the lessee of the Kimba Hotel and in November 1929 he purchased Hugh Grosvenor's old Moth VH-UGS. In 1933 he was a director of South Australian Airways Ltd. He died in 1961.¹²



Corporal L Matulich works on a Bristol Fighter engine in Palestine in 1918
Photo courtesy South Australian Airmen of the Great War, Chris Schaedel



**Miniature
Inscription reads:**
Won by
L.C Matulich
30.4.32

¹⁰ Aircraft Magazine 2/11/1931 page 8

¹¹ National Archives of Australia

¹² South Australian Airmen of The Great War Chas Schaedel

South Australian Aviation Museum Trophy Collection Part 2 - The Advertiser Cup



AERO CLUB OF SOUTH AUSTRALIA LIMITED
AERIAL DERBY
"ADVERTISER CUP"
PRESENTED BY
ADVERTISER NEWSPAPERS LIMITED

The Advertiser Cup was donated by Advertiser Newspapers Limited.

Stevenson Brothers Ltd 20 Rundle Mall made "The Advertiser Cup", and *"in the opinion of the company is the finest of its kind it has accomplished"*. The original cup had an *"enlarged colored copy of the Aero Club's badge"* attached to the top of the lid.¹³

The gift of The Advertiser Cup and replica by Advertiser Newspapers Ltd was acknowledged in the minutes of the Aero Club of South Australia Ltd on 7 March 1930. Mr. Thomas E. Crompton, a founding Vice President of the Club, was credited with effecting the gift.

The cup was awarded for the Aerial Derby at the Club's first Parafield Pageant on 22 March 1930. The Aerial Derby was an open race held over 40 miles.

Winners:



22.3.1930

Flying Officer A.G. Gerrand of RAAF Point Cook in a Wapiti with a time of 19 minutes and 2 seconds.

Flying Officer Gerrand was court martialled on the 30th January 1930 and found guilty of 'Diving and Low Level Aerobatics'. For this he received a 'severe reprimand'.¹⁴ Interestingly he wrote an article on aerobatics in 'Aircraft' magazine in October 1931.

H.C. (Horrie) Miller was second in his DH61 de Havilland Giant Moth.
(See Part 3 - Regent Cup winner 17.10.1931)

¹³ Trove The Advertiser 7 May 1930

¹⁴ National Archives of Australia

Major Hereward de Havilland was third in a DH60 Gipsy Moth.



Photo courtesy Aircraft magazine 1st June 1931 page 27

Major de Havilland was born in Warwickshire and was the younger brother of Geoffrey de Havilland of the de Havilland Company. He flew in various campaigns in Europe and the Middle East and was awarded a Distinguished Service Order in 1917.

In 1927 he established de Havilland Australia, the first overseas subsidiary of the de Havilland Company. He flew in many competitions throughout Australia and in 1929 won the first prize in the Western Australia Air Race.¹⁵

He joined the board of Airspeed Ltd in Hampshire and retired as Managing Director in 1959. He died in Australia in 1976 aged 82.¹⁶



17.10.1931

Flight Lieutenant F.W.R. Scherger Fighter Squadron RAAF in a Bristol Bulldog – A12-1 in a time of 15 minutes 2 seconds

Flight Lieutenant Scherger was a very significant contributor to aviation in Australia. He rose to the highest rank in the RAAF, Chief of the Air Staff. He excelled during World War II as a pilot and leader. He was instrumental in the choice and acquisition of aircraft such as the Mirage III, Hercules C130 and UH-1 Iroquois types. He was the recipient of many awards including KBE, CB, DSO and AFC.



Air Commodore F.W.R. Scherger circa 1945
Photo courtesy Australian War Memorial

When he retired from the Air Force in 1966 he became chairman of the Australian National Airlines Commission, which operated Trans Australia Airlines. He retired nine years later and died in 1984 aged 79. He received full military honours at his funeral including a fly past¹⁷. He has a mountain in Antarctica named after him. Also the RAAF base at Weipa bears his name.¹⁸

¹⁵ Trove accessed 15th August 2016 <http://trove.nla.gov.au/newspaper/article/4041952>

¹⁶ Website accessed 15th August 2016

<http://broom02.revolv.com/main/index.php?s=Hereward%20de%20Havilland>

¹⁷ An honorific flight by a group or single aircraft. Dictionary

¹⁸ Australian Dictionary of Biography volume 18 2012



Sir Frederick Rudolph Scherger
KBE, CB, DSO, AFC

Photo courtesy Australian Dictionary of Biography



RAAF Base Scherger established in 1998 at the top of Cape York
Photos courtesy RAAF museum Point Cook and Wikipedia



15.10.1932

Flying Officer H.W. Berry Fighter Squadron RAAF in a Bristol Bulldog – A12-3 In a time of 17 minutes 23 seconds

Hugh William Berry enlisted in the RAAF in July 1926. He saw service in the Middle East and was awarded the OBE on the 1st January 1945. He retired from the Air Force in 1949, attaining the rank of Wing Commander.¹⁹

Hugh William Berry
Photo Courtesy National Archives



¹⁹ National Archives of Australia.



19.12.1936

Miss Ivy Pearce in a Monospar VH-UTK in 23mins 22 secs

Miss Pearce grew up in Queensland – she took flying lessons at age 16 and gained her ‘A’ class Pilot’s Licence at age 18. She was the youngest entrant in the Brisbane – Adelaide air race. Her navigator for this event was Jason Hassard, an Airlines of Australia pilot, and two days after the race they announced their engagement.²⁰

Ivy Hassard was a concert pianist and was very successful in the fashion design and beauty business into the 1960s. She died in 1998. Hassard Place on the Gold Coast is named after her.²¹



takes part in the Brisbane to Adelaide air race, 1936

Photo courtesy John Oxley Library, State Library of Queensland. Photography by The Fashion Archives



The photo on the left is of Capt. Jason Hassard, disembarking after clocking up his 20,000th hour in 1953. He retired with 36,695 hours – the second highest time pilot in the world.²²

(Photo: via Barry Bell)



Ivy Hassard's daughter Laurene at Hassard Place, Gold Coast

Photo courtesy 91.7 ABC Gold Coast

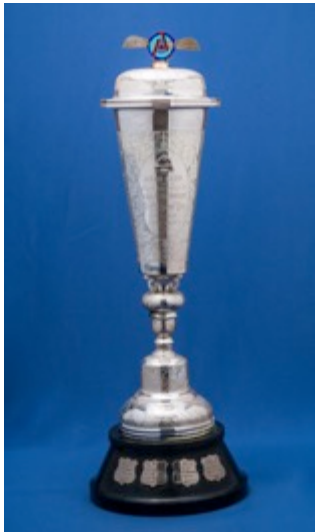
²⁰ Trove The Advertiser Tue 29 Dec 1936 page 11

²¹ Website accessed 29th June 2016 <http://thefashionarchives.org/?p=3234>

91.7 ABC Gold Coast website accessed 29th June 2016 http://blogs.abc.net.au/queensland/2012/08/whats-in-a-name-hassard-place.html?site=goldcoast&program=gold_coast_drive

²² Ed Long, who amassed more than 65,000 hours, mainly checking power lines in a Piper Cub, has recorded the highest flight time thus far. He started flying at the age of 17. He died in Montgomery Alabama in 1999 at age 83. (Sarasota Herald -Tribune July 20 1999 page 38).

South Australian Aviation Museum Trophy Collection
Part 3 - The Regent Cup



AERO CLUB
OF
SOUTH AUSTRALIA LTD
AERIAL DERBY HANDICAP
THE "REGENT" CUP
PRESENTED BY
HOYTS THEATRES
LTD

The Royal Aero Club of South Australia Committee, at its 7 March 1930 meeting acknowledged the gift of the Regent Cup and Replica by Hoyts Theatres Ltd. The Cup was to be awarded to the winner of an Aerial Derby Handicap Air Race. The cup was first awarded at the 22 March 1930 Pageant at Parafield, South Australia.

The Aerial Derby Handicap was also held over 40 miles, but participants were handicapped according to the performance of their aircraft by a committee appointed for the purpose before the Pageant.

Winners:



22.3.1930

Norman Napier Birks in his Avro Avian in a time of 26 minutes 31 seconds and a handicap of 7 minutes 24 seconds.

Birks lost this aircraft in a crash into the Port River in November the following year.

[See Grosvenor cup winner 1929]

Jon A. Jukes was second in a DH-60 Gipsy Moth and Laurence C. Matulich third in a DH-60 X Moth.

Jon A. Jukes went on to become the Acting Chief Pilot of Guinea Airways in 1939 and was killed in the crash of a Lockheed L14H aircraft into the Katherine River on the 18th Jan 1939.²³



17.10.1931

Pilot Member H.C. Miller in a Bristol Monoplane with a time of 20 minutes 33 seconds.

²³ Trove The Advertiser 19th January 1939 page 16



Horrie Miller circa 1930
Photo courtesy National
Library of Australia

'Horrie' Miller was a pioneering Australian aviator and co founder of MacRobertson Miller Airlines. He started out in aviation with the Sopwith Aviation Company in England as an engineer. He trained as a Pilot in 1916 and flew in France. He bought and operated many different types of aircraft leading to his airline operations. The Bristol Monoplane he flew in this Derby was Harry Butler's aircraft (a gift from Harry Butler's widow). Some 30 years later Horrie donated the Bristol to the town of Minlaton, Butler's birthplace where it is displayed today. H.C. Miller's life and career is the subject of another South Australian Aviation Museum article.²⁴

Miss F. Thompson came second and was awarded a special trophy of £2 10 shillings in view of the fact that she was the first woman pilot to take part in a South Australian Club Pageant.²⁵

15.10.1932



Miss F.M. Thompson in a DH60 Moth with a time of 24 minutes 44 seconds.

Freda Thompson was from Melbourne and received her 'A' class Pilots Licence in 1930. In 1932 she gained her 'B' Class (Commercial) Licence – the 5th women to do so in Australia. She was the first woman pilot to fly solo from England to Australia (in 1934).²⁶ She also participated in the Brisbane to Adelaide air race in 1936.²⁷ During the war she drove an ambulance for the Australian Women's Army Service. After the war she continued flying in her de Havilland Hornet Moth, VH-UYO. She did not seek a career in aviation but supported women who did. Over the years she won 47 trophies and was thrice open champion of the Royal Victorian Aero Club. At her death in 1980 she had logged 3,330 hours.



Freda Thompson in the cockpit of a De Havilland
DH-60G-III Moth Major.
Photo courtesy National Library of Australia

She was awarded King George VI's (1937) and Queen Elizabeth II's (1953) coronation medals. In 1972 she was appointed OBE.²⁸

²⁴ SAAM history group website 29th June 28, 2016 <http://www.saam.org.au/horrie-miller/>

²⁵ Club Minutes 18th October 1931

²⁶ Trove The Age Thu 6 Dec 1934 page 12

²⁷ Trove The Australian Women's Weekly Sat 18 April 1936 Page 22

²⁸ Website accessed 30 June 2016 <http://adb.anu.edu.au/biography/thompson-freda-mary-11846>

19.12.1936



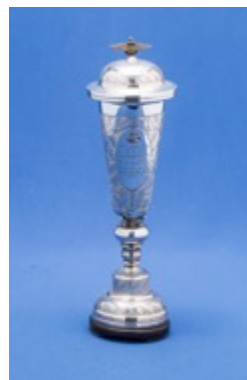
J.L. Scott in a DH60 X Moth with a time of 33 minutes 48 seconds.

John Leonard Scott gained his 'A' Pilots' Licence with the Aero Club of South Australia in 1932 aged 18 years.²⁹ In 1936 he competed in the Brisbane – Adelaide air race flying a DH-60X Moth. He won the Daily Sectional prize of 25 pounds on the second day of the race.³⁰ He joined the RAAF in 1939 and qualified on the Anson and Hudson aircraft. In March 1944 he was listed as 'missing while on air operations against the enemy' and in August 1944 he was listed as 'killed whilst prisoner of war'. An inquiry post war found that Scott and four others safely reached an Island in the Timor area. They were eventually captured then executed by the Japanese. At the time he had over 2,000 hours experience and was ranked Squadron Leader.³¹



JL Scott
Photo Courtesy Old Fliers Group

Miniature of the above for individuals



²⁹ Wing Tips – The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011 Appendix III

³⁰ Wing Tips - The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011 Page 187.

³¹ National Archives

**South Australian Aviation Museum Trophy Collection
Part – 4 The Head of The Air**



AERO CLUB
S A
SOUTH AUSTRALIA (Logo)

AERO CLUB of SOUTH AUSTRALIA LTD.

HEAD of the AIR

Presented by

W. Murray Fowler Esq.

PRESIDENT

1931



William Murray
Fowler
Photo Courtesy
connecting spirits
2012

Murray Fowler was born in Adelaide in 1895. He was educated at Prince Alfred College where he was a champion hurdler and steeplechaser. He enlisted in May 1915, saw service at Gallipoli, Egypt and France. He returned with the rank of Major and was awarded the Military Cross. After the war he worked for the family business, D and J Fowler Ltd., a wholesale grocery company.³² He was the second president of the Aero Club of South Australia, commencing that role in 1931 and retiring in 1937. In WWII he reenlisted and commanded a militia battalion. On return from the war he again worked in the family business. He died at his home in Medindie on the 26th October 1953. During World War I he had written many detailed letters home during his time in the AIF. His family retained these letters and in 2010 they were transcribed into a book called 'Somewhere in the Mud: Letters from W.M. Fowler'.

The Trophy was presented to winners representing Adelaide Secondary Schools in an air race held at Parafield, South Australia.

³² Website accessed 15th July, 2016 <https://rslvirtualwarmemorial.org.au/explore/people/344000>

Winners:

1931

J.C. Sands – St. Peters College Adelaide in 6 mins 37 sec



Jack Carlier Sands was a medical student when he joined the Australian Imperial Force in June 1917. Of interest, on enlistment he listed his 'games and sports' as yachting, riding, cricket, football, rowing, motorcycling, tennis and swimming. (No less!)

On the 2nd August 1918 he transferred to the Australian Flying Corps to commence pilot training. He graduated on the 10th March 1919 and left the AFC on the 11th July 1919 due to the cessation of hostilities. He was a second Lieutenant at the time.³³ He gained his 'A' Pilot's Licence (through a refresher course) in 1928 with the Aero Club of South Australia. He was an active member of the club and served on the Committee from 1930 until 1934 when he joined the Shell Company of Australia. He died in 1976 and was buried in a cemetery near Woodside in the Adelaide Hills.³⁴



JC Sands

Photo courtesy RSL Virtual War Memorial website accessed 13th Aug 2016

Photo Authors collection



1932

M.S. Joyner - Prince Alfred College Adelaide in 7mins 43 secs

Malcolm Joyner gained his 'A' Pilots' Licence with the Aero Club of South Australia in 1929. He was a dentist from Prospect and was actively involved with the Club and its activities becoming a committee member in 1939.

During the World War II he served in the Army and was discharged as a Lieutenant Colonel from 7 AGH AAMC in 1944.³⁵

³³ National Archives of Australia

³⁴ Wing Tips – The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011

³⁵ Wing Tips – The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011



1933

M.S. Joyner – Prince Alfred College Adelaide in 7 mins 54 secs



1935


R.A. Anthony – Prince Alfred College Adelaide in 8 mins 15 secs


Rex Ashton Anthony was born in Adelaide in May 1912.³⁶ His father, Ernest was the resident Master of Prince Alfred College as well as being involved in Politics.³⁷ Rex gained his 'A' Pilots' Licence with the Aero Club of South Australia in 1932. He served in World War II from December 1941 until October 1942 as a private.³⁸ A Traffic Court notice of 1937 listed his profession as Journalist.³⁹ He died in February 2006.⁴⁰

Not valid for carrying passengers or goods for hire or reward.

LICENCE 1.

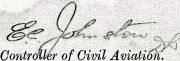
LICENCE.

Photograph  of Holder.

Signature of Holder 

This Private Pilot's Licence No. 1083 dated 31st May, 1933, has been issued to R. A. ANTHONY, who is hereby licensed to fly the types of flying machines referred to on page 2 of Licence, subject to the special conditions contained herein.

This Licence is valid until 24/11/1933. Given at Melbourne this 31st day of May, 1933.

(Signature) 
Controller of Civil Aviation.

Not valid for carrying passengers or goods for hire or reward.

LICENCE 2.

LICENCE.

Particulars.	Description.
Surname	ANTHONEY
Christian Names	Rex Ashton
Nationality	British
Place of Birth	South Australia
Date of Birth	4/5/1912
Address	34 The Crescent, Brighton, S.A.
Types of Flying Machines referred to on page 1 of Licence :-	Initials of responsible officer.
D.H. 60	

Rex Anthony's 'A' Pilots Licence
Photo SAAM collection

³⁶ Virtual RSL website accessed August 24, 2016 <https://rslvirtualwarmemorial.org.au/explore/people/564222>

³⁷ Trove April 5th 1921 page 6 <http://trove.nla.gov.au/newspaper/article/63042730>

³⁸ National Archives;

Wing Tips – The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011

³⁹ Trove Friday 18th June 1937 page 34 <http://192.102.239.158/newspaper/article/74345641>

⁴⁰ Saville Death Notices



1936

W.S. Maddocks – Prince Alfred College Adelaide in 9 mins 1 sec

William ‘Bill’ Maddocks, an Engineer, gained his ‘A’ Pilots’ Licence with the Aero Club of South Australia in 1928. In 1936 Maddocks, Bryan Monk and two other club members formed Skyways Ltd., in order to purchase Horrie Miller’s old D-H9, VH-UHT. They flew it in the 1936 SA Centenary race, then on passenger charters until Dr Syd Dunstone crashed it near Kadina on 15th May 1937.⁴¹ In 1938 Maddocks received a Bravery Award from the Royal Humane Society of Australasia for “the rescue from the MV Kanimbla in mid ocean”.⁴² He served in the RAAF during WWII, attaining the rank of Wing Commander. He was also awarded the AFC (Air Force Cross). He died in September 1999.⁴³



Caption reads: FLYING FLEA AT PARAFIELD. The first officially observed flight of a “flying flea”- a small type of light aeroplane - was made on Sunday, when this machine built by Mr. Keith Litchfield and flown by Mr. W.S. Maddocks gave a successful demonstration in the air. (Photo courtesy State Library of South Australia)

⁴¹ Wing Tips – The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011

⁴² Trove Chronicle Adelaide Thu 24th November 1938 page 50

⁴³ Saville Index of The Advertiser funeral notices State Library SA

South Australian Aviation Museum Trophy Collection
Part – 5 The Airspeed Trophy



THE ROYAL AERO CLUB OF N.S.W. (LOGO)
THE
AIRSPEED TROPHY
PRESENTED BY
STUART F. DOYLE
THE ROYAL AERO CLUB
OF
NEW SOUTH WALES
INTER CLUB HANDICAP RACE
To be competed for annually
between the
AERO CLUBS OF AUSTRALIA



Stuart F. Doyle and other officials in Royal Motor Club (Pittwater NSW) launch circa 1930
Photo courtesy State Library of NSW

Stuart F. Doyle, a film and radio entrepreneur from Sydney, presented the Airspeed Trophy. He founded Greater Union Theatres and also the Australian Broadcasting Co. (Later the Australian Broadcasting Commission when it was taken over by the Federal Government). He became Chairman and Managing Director of the Aircraft Development Co., which, during World War II, was contracted to make self-sealing petrol tanks. He died in his home in Wahroonga, Sydney on 20th October 1945.⁴⁴

The trophy was to be presented to the winner of an Interclub Handicap Race held at Mascot, New South Wales. This Pageant was to commemorate the 150th anniversary of British settlement. More than 70 aircraft took part in the celebrations.⁴⁵

⁴⁴ Website accessed July 3, 2016 Australian Dictionary of Biography <http://adb.anu.edu.au/biography/doyle-stuart-frank-6012>

⁴⁵ Trove The Sydney Morning Herald 26th February 1938 page 20

Winner:



26.2 1938

B.W. Monk Royal Aero Club of S.A.

Bryan Monk gained his 'A' Pilots Licence with the Aero Club of South Australia aged 16 in 1934. He also qualified as a Commercial pilot and instructor and in 1936 in collaboration with three other club members acquired Horrie Miller's old DH-9, VH-UHT. Bryan flew this aircraft in the Centenary race then on passenger charters until Dr. Syd Dunstone crashed it near Kadina on the 15 May 1937. This company was called Skyways Ltd. and was to be the first of several Airline ventures for Brian Monk.⁴⁶

When War broke out Bryan enlisted in the RAAF (as Bryan Monkton) and flew mainly Flying Boats including the Dornier DO-24K, Empire Flying Boats and Catalinas. He flew out of northern Australia on transport missions then towards the end of the war on mine laying operations throughout Asia.

After the war he purchased 5 surplus Sunderlands plus spares for £6000 (about \$500,000 in 2015 terms). With these aircraft he set up Trans Oceanic Airways operating out of Rose Bay in Sydney. This venture failed eventually and Bryan set up another company, South Pacific Airlines based out of Hawaii. This Airline also was unsuccessful. Bryan flew for various charter and airline companies spanning the Caribbean, Europe and the Congo. His final flight was to ferry a Sunderland from the Caribbean to Marseille in France. On his retirement he had a flight time of 25,489 hours. He wrote a book about his exploits, which was published after his death in 2003.



Brian Monk(ton)
Photo courtesy Aviation
Writer.org

⁴⁶ Wing Tips - The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011 Page 198 Appendix III

South Australian Aviation Museum Trophy Collection
Part – 6 The Lawson Cup



Aero Club South Australia (logo)
 AERO CLUB OF SOUTH AUSTRALIA LTD.
 -----Club Trained Pilots Handicap-----
 The Lawson Cup
 Presented by
 E.R. AND A.K. LAWSON

E.R. and A.K. Lawson donated the Lawson Cup. The Lawson Cup was preceded by the Richards Cup (not part of the SAAM collection), which was donated by H.C. Richards, the first president of the Aero Club of South Australia. The following is an excerpt from March 1933 edition of 'Wing Tips', the Aero Club's monthly newsletter, which explains the origin of The Lawson Cup:



Left to right: A.K. Lawson, A.B. Lawson, E.R. Lawson
 Photo Courtesy 'Aircraft' Magazine

Owing to Mr. E.R. Lawson winning the Club Trained Pilots Handicap 3 times at our annual Pageants, the Richards Cup presented by our late President Mr. H.C. Richards now passes into his complete possession and the committee has been considering obtaining a Cup for competition in these races in the future.

Messrs. E.R. and A. K. Lawson, two keen supporters of the Clubs activities, have now presented a 'Lawson' Cup.

A.K. Lawson from Naracoorte was the long-time owner of De Havilland Leopard Moth, VH-UUL. The Trophy was presented to the winner of a Handicap Air Race held at Parafield, South Australia.

Winners:



22.3.1930

Pilot Member C.A. Hewitt in a DH 60 Moth with a time of 6 minutes 37 seconds

Cecil Austin Hewitt gained his 'A' class Pilots Licence in 1928.⁴⁷ He was a very active committee member and Club Solicitor of the Aero Club of South Australia from 1926 through to 1931.⁴⁸ He joined the RAAF at age 43 and was instructing at Parafield as a Flight Lieutenant by 1940.⁴⁹

⁴⁷ Wing Tips - The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011 Appendix III



17.10.1931

Pilot Member J.C. Sands in a DH 60 Moth with a time of 6 minutes 36 seconds

[See Part 4 - Head of The Air]



15.10.1932

H. Rigby in a DH 60 Moth with a time of 7 minutes 46 seconds

Captain Harry Alexander Rigby was born in Melbourne in 1896. He travelled to England in 1916 to gain his Pilots Licence with the Graham – White school in Hendon (Graham – White was a type of aircraft). He joined the Royal Flying Corps and while flying the S.E.5a type shot down 6 enemy aircraft, becoming an ‘ace’, over a period of three months. In 1918 he was awarded the Military Cross:



For conspicuous gallantry and devotion to duty. He has carried out many low flying bombing raids, obtaining direct hits on enemy troops, hutments and camps. On one occasion, after attacking a large column of infantry on a road with machine - gunfire, he attacked and shot down in flames a hostile scout. His work has always been carried out with the utmost keenness and determination.



H. A. RIGBY

Photo courtesy
Aircraft
Magazine
1st August 1931
page 8

Harry Rigby

Photo courtesy website ‘The Aerodrome’ accessed 13th August 2016

<http://www.theaerodrome.com/aces/australi/rigby.php>

He was a prominent member of the Aero Club of Victoria and was acting President in 1931.

⁴⁸ Club Minutes 1st October 1931 page 105

⁴⁹ Wing Tips - The Story of The Royal Aero Club of South Australia Book 1: 1919 – 1941 © Mike Milln Avonmore Books 201 Page 222

South Australian Aviation Museum Trophy Collection
Part – 7 The W.A. Airways Cup



AERO CLUB SOUTH AUSTRALIA (LOGO)
AERO CLUB OF SOUTH AUSTRALIA LTD
EX SERVICE PILOTS HANDICAP
W.A. AIRWAY'S CUP
---Presented by---
WEST AUSTRALIAN AIRWAYS LTD

West Australian Airways Ltd donated this trophy. It was presented to the winner of a Handicap Race for ex service pilots held at Parafield, South Australia.

Winners:

15.10.1932

H.A. Rigby

(See Part 6 - The Lawson Cup winner 15.10.1932)

Though there is no placard on the Trophy for this win, 'Aircraft' magazine reported H.A. Rigby as the winner this year.⁵⁰



15.10.1933

C.J. Melrose in a DH 60 Moth with a time of 8 minutes 7 seconds

Jimmy Melrose is the subject of another South Australian Aviation Museum History Group article.⁵¹ He achieved a lot during his short life including gaining his 'A' (Private Pilots) Licence at age 19, the record for circumnavigating Australia, record times for Adelaide to Launceston and Launceston to Sydney and an altitude record of 20,000ft over St. Vincents Gulf. Perhaps most famously he flew in the MacRobertson Air Race from Mildenhall in the UK to Melbourne. He was the youngest pilot and the only entrant to fly the race solo. At the time he had only 200 hours experience. He was awarded second prize (of 1000 pounds) in the handicap section.



Jimmy Melrose
Photo courtesy Ed Coates
collection

⁵⁰ Aircraft magazine November 1, 1932 Page 7

⁵¹ <http://www.saam.org.au/jimmy-melrose/>

In 1936 he set up an air taxi service with a Heston Phoenix aircraft (VH-AJM). Tragically he and his passenger died when the Phoenix broke up in flight over South Melton in Victoria while on a charter from Essendon to Darwin. He was 22 years old.⁵²



3.11. 1935

Pilot Member B.W. Monk in a DH 60 Moth with a time of 8 minutes 53 seconds

[See Part 5 - The Airspeed Trophy]



19.12.1936

Pilot Member N.S. Buckley in a DH 60 G Moth with a time of 9 minutes 12 seconds

Noble Sydney Douglas (Nobby) Buckley gained his 'A' Pilots Licence in 1935 and 'B' (Commercial) Licence in 1937 with the Aero Club of South Australia. He also served as a committee member⁵³. He was employed by Guinea Airways in 1937 and flew as Captain on the DH 89, Lockheed L10A Electra, Lockheed L-14 Super Electra and DC3. He was Chief Pilot from June 1946 until January 1960.⁵⁴ During the war he served as a Flight Lieutenant in the RAAF Reserve.⁵⁵ He died in June 1981.⁵⁶ Nobby is the subject of a South Australian Aviation Museum History Group article.⁵⁷



'Nobby Buckley
Photo Courtesy Aviation
History Australia

⁵³ Wing Tips - The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011 page 165

⁵⁴ Website accessed 30 June 2016 <http://www.aussieairliners.org/crewlists/airlinessa.html>

⁵⁵ National Archives

⁵⁶ Savill index of The Advertiser funeral notices State Library of SA

⁵⁷ <http://www.saam.org.au/wp-content/uploads/2017/04/SAAM-Profiles-NOBLE-BUCKLEY-v3-PD.pdf>

South Australian Aviation Museum Trophy Collection
Part – 8 The Woodrow Cup



AERO CLUB OF SOUTH AUSTRALIA (LOGO)
CLUB TRAINED PILOTS AEROBATIC
Presented by J. WOODROW AND SONS LTD.
Stockport

This trophy was donated by J. Woodrow and Sons Ltd which was a hat manufacturing company based in Stockport in the United Kingdom. It was presented to the winner of an Aerobatic Competition held at Parafield, South Australia.

Winners:



22.3.1930

Pilot Member W.E. Clarke in a DH 60 Moth

W.E. Clarke was a Ground Engineer at the Aero Club of South Australia. He gained his 'A' Licence in 1930. He was dismissed when he certified an aircraft with a fractured undercarriage attachment fitting. Fortunately the passengers walked away from the resulting accident.⁵⁸



7.1.1934

Pilot Member W.A.J. Baker in a DH 60 Moth

W.A.J. Baker attained his 'A' Licence in 1930. He was suspended later that year for performing aerobatics over Medindie, but the suspension was lifted and he was censured instead when the committee accepted his explanation that he had paid insufficient attention to the wind and had drifted over Medindie.⁵⁹

⁵⁸ Wing Tips - The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011 page 148; Appendix III

⁵⁹ Wing Tips - The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011 page 110; Appendix III

South Australian Aviation Museum Trophy Collection
Part – 9 The Ross Smith Trophy



AERO CLUB OF S.A. LTD
ROSS SMITH TROPHY
Presented by
MRS ANDREW SMITH
For Competition by Pilot Members

Mrs. Andrew Smith (Jessie Smith), mother of Sir Ross and Sir Keith, donated a trophy to the Club in January 1930. She had been made an Honorary Life Member of the Club on 22 May 1929 in recognition of the contribution of her sons to aviation.

Called the Ross Smith Trophy, it was to commemorate Sir Ross, who had been killed while test flying a Vickers Viking IV amphibian on 13 April 1922 at Weybridge in England in preparation for a proposed circumnavigation of the world. Lieutenant J.M. Bennett, his crewmate on the 1919 Vickers Vimy flight to Australia that won Sir Ross and Sir Keith their knighthoods, was killed with him. Sir Keith was more fortunate. His train was late and he only arrived at Weybridge in time to witness the crash.

Mrs. Smith, as a condition of the gift, stated that the trophy should be awarded for “an annual competition between pilots, subject to the competitors not including any race with the machines.”

The Club had some difficulty in deciding what the Trophy would be awarded for, and how to appease Mrs. Smith’s sensitivities about the matter. The Committee decided in December 1932 that it would be awarded for “the photographic event, which must be won three times in order for the cup to become the possession of the entrant.” Then in May 1933, Mrs. Smith agreed to a request that the trophy be given to the pilot who obtained the greatest number of marks in the series of monthly competitions then being held at Parafield. Marks for aerobatics or race competitions would be excluded. The competitions were for such skills as balloon bursting, precision landing, banking, climb and slide, airmanship, forced landings, formation flying and blind flying, and were very popular with members and keenly contested.

No awards were made during the period the Club closed down for the War, and competitions did not resume until 1949.

Winners:



1933 Pilot Member H.C. Nott in a DH 60 Moth

Dr. Harry Carew Nott was born in Walkerville South Australia in August 1888. He went to school at St. Peters College and studied Medicine at Adelaide University. He saw service in both World Wars. He joined the AIF in August 1914 as Regimental Medical Officer 10th Battalion and shipped out to Gallipoli in October 1914. While serving at Gallipoli he was taken ill – eventually returning to Australia for medical treatment and recuperation. In February 1917 he returned to the Western Front, serving with the 2nd Australian Field Ambulance, the 1st Australian Casualty Clearing Station and the 10th Battalion. He was promoted from Captain to Major on the 14th November 1917 then to Lieutenant Colonel on the 15th July 1918.



Photo courtesy
RSL Virtual
Memorial

After the war he became interested in flying and qualified for his Pilot's A Licence in 1929 at the Aero Club of South Australia. He was frequently mentioned in the club's minutes because of his enthusiasm and support for Club activities, his membership of the competitions sub-committee and for his flying skills. In December 1930, he had force landed VH-ULO at Yankalilla after running out of fuel due to a fuel leak.⁶⁰

He re-enlisted in the Army in January 1940 (aged 51) and served with the 2nd Australian General Hospital. He was discharged as a Lieutenant Colonel in 1946.⁶¹ He died in Adelaide on the 23 January 1973 aged 84 years.⁶²



1934 Pilot Member M.F. Lunn in a DH 60 Moth

⁶⁰ Wing Tips - The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011 page 140/141

⁶¹ National Archives

⁶² RSL Virtual Memorial website accessed 10th May 2017



Ross Smith Trophy 1934

--- Won by---
Pilot Member
Miss M.F. LUNN

'Brownie' Lunn received her 'A' Licence in 1933 at age 20. She applied to join the RAAF at the outbreak of World War II and was rejected. She subsequently worked in an armaments factory. She did not return to flying after the war.⁶³

The Advertiser reporter, 'Nieuport' wrote an interesting article after the June 1934 pageant. It

gives an insight into the attitudes of the time and is written in full here:

"Woman Pilot Beats Five Men Opponents

By NIEUPOINT

A large crowd saw Miss M. F. Lunn win the Aero Club's fifth monthly competition, for the 1934 Ross Smith memorial trophy, from five men competitors at Parafield on Sunday afternoon. Miss Lunn flew extremely well, and landed even better. She is perhaps, the most prominent member of that small band of women fliers who use Aero Club machines. It is, however, noticeable that the small hand always remains small. Barely does it decrease in number, and only occasionally does it increase. Nevertheless, what it lacks in numbers, it makes up in efficiency. The average girl flies as well as the average man, and in light machines, such as the Moth, and other products of similar weight and performance, they can certainly hold their own with the men.

This is not surprising, as flying is not a matter of physical strength. Fingertip control is what is wanted, and most women include lightness of touch and gentleness, among their other accomplishments."⁶⁴



M.F. 'Brownie' Lunn.
(Photo courtesy
Australian Stockman's
Hall of Fame and
Outback Heritage
Centre).



1935

Pilot Member C.W. Sawley in a DH 60 Moth

Claude William Sawley gained his 'A' Pilots licence in 1935; he also served on the committee of the Aero Club of South Australia the same year. He joined the RAAF in 1940 and served as a Flight Lieutenant at No. 1 Wireless Gunnery School.⁶⁵ He received the King's Commendation for Valuable Service in the Air in January 1944.⁶⁶

⁶³ 2002 interview trove

http://trove.nla.gov.au/work/36505906?q&sort=holdings+desc&_=1467183635465&versionId=47071094

⁶⁴ Trove The Advertiser 6th July 1934 page 12

⁶⁵ Wing Tips - The Story of The Royal Aero Club of South Australia Book 1: 1919-1941 © Mike Milln Avonmore Books 2011 page 222; Appendix II - III



1936
Pilot Member N.S. Buckley in a DH 60 Moth
[See Part 7 - WA Airways Cup]



1937
Pilot Member N.S. Buckley in a DH 60 Moth
[See Part 7 - WA Airways Cup]

It is of interest to note that Nobby Buckley was the only pilot to win this trophy twice.



1949
Pilot Member A.J. Shinn in a DH 82 Tiger Moth

Allan James (Bill) Shinn was appointed to the Committee of the Royal Aero Club of South Australia at the annual general meeting of 1948/49. In July 1951 he was appointed club manager and as such had to stand down from the committee. During his tenure as manager he was dedicated to his work and well liked within the club. Unfortunately this all came to a halt in February 1957 when it was found that he had been using club funds for his own benefit. He agreed to pay back the more than £4000 that went missing and resigned from the club on the 4th March that year. He moved to Queensland and nothing more is known of him.



1952
Pilot Member W.G. Gregory in a DH 82 Tiger Moth

W. 'Bill' Gregory joined Guinea Airways in the 1950s. He was promoted to Captain in 1971 (with Airlines of South Australia) and flew the Convair 440, DC3 and Fokker F27.⁶⁷



'Bill' Gregory.
Photo courtesy D.
Robinson

⁶⁶ Australian War Memorial

⁶⁷ Website accessed 3rd August 3, 2016 <http://www.aussieairliners.org/crewlists/airlinessa.html>



1963

Pilot Member Helen Blackburn in a DHC 1 Chipmunk

Bryony Helen Dutton was born in 1918. She grew up on the historic Anlaby station near Kapunda (the oldest stud sheep station in South Australia) and formed a close relation with her younger brother, Geoffrey Dutton who would become a celebrated poet, novelist and historian. In 1942 she married a US serviceman, Captain William Curkeet and moved to America. The marriage was short lived but it was in America that she developed her passion for flying. During her time there she learnt to fly and ferried warplanes as part of the war effort. She gained her Commercial Licence in 1945.

In 1951 she married lawyer Richard Blackburn (later Sir Richard). They lived in Adelaide and started a family. Sir Richard Blackburn eventually became a Supreme Court Judge. Helen Blackburn went on to become one of Australia's most respected women aviators, winning numerous awards and serving as Federal Secretary of the Australian Women Pilots' Association. She was also famous for shell collecting and in 1984 donated her collection to the National Museum of Australia. Sir Richard died in 1987, Helen died in 2005. Their two children survive them.⁶⁸



Helen Blackburn with her
Cessna 172
Photo National Museum
ofAustralia

⁶⁸ Website accessed 21st July 20, 2016 <https://pateblog.nma.gov.au/2016/07/19/a-passionate-pursuit-the-lady-helen-blackburn-collection/>

South Australian Aviation Museum Trophy Collection
Part – 10 E.C. Acres Trophy



ROYAL AERO SA CLUB (LOGO)

-- ROYAL --
AERO CLUB
of
S.A.
THE E.C. ACRES
PERPETUAL
AEROBATIC TROPHY

Edward Clement (Ted) Acres donated this award. He was born in June 1933.⁶⁹ He was a very active member of the Royal Aero Club of South Australia being the Club President from 1968 to 1972. He was also made an Honorary Life Member in 1980.⁷⁰ He died in March 2006.⁷¹ The trophy was presented to the winner of an Aerobatic Competition held at Parafield, South Australia.

Winners:



1968
C.P. Sperou

Chris Sperou was born in Thevenard, South Australia in 1938. He joined the Royal Aero Club of South Australia in 1959 and soon after gained his Pilots Licence. He taught himself aerobatics and had won his first National title before anyone realized that he did not have an aerobatic rating. He represented the Royal Aero Club of South Australia in a three man formation team, winning and assisting to win the National title nine times, the National Aerobatic and Unlimited title thirteen times as well as representing Australia in the World Aerobatic titles. Additionally he has worked as a stunt pilot on 6 movies. He has been awarded the OAM for services to aerobatics.⁷²



E.C. Acres and C. Sperou (photo from World Aerobatic Contest Fund brochure)

⁶⁹ Website accessed August 24, 2016 <https://billiongraves.com/grave/Edward-Ted-Clement-Acres/6335725#>

⁷⁰ As depicted on the Club's Honour board.

⁷¹ Savill index of The Advertiser funeral notices State Library of SA

⁷² Website accessed 13th August 13, 2016 <http://chrissperou.com.au/about-chris/>



1969
C.P. Sperou



Chris Sperou
Photo SAAM collection

**South Australian Aviation Museum Trophy Collection
Part – 11 Presidents Trophy**



CFC (Logo)
PRESIDENTS
TROPHY

Donated by
BILL MEEKE

Bill Meeke, who was Chairman of the Cessna Flying Club at the time, donated the Presidents Trophy. He currently runs a consultancy service, primarily concerned with aviation. He was CEO of several airlines: Skywest Airlines; East-West Airlines; Lloyd Aviation and Trans West Airlines. He also has an interest in racing historic touring cars and has held

several track records at such venues as Clipsal 500, Oran Park and Eastern Creek.⁷³

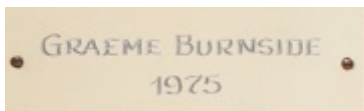
The minutes of the Cessna Flying Club meeting of 5th August 1975 states:

This Trophy is to replace the Patrons Trophy and to be awarded as an 'encouragement' trophy to pilots in their flying endeavors. The club is to pay half the initial cost of the trophy and each president to provide a replica. The trophy is to be perpetual.



Bill Meeke
Photo courtesy
Meekeconsulting

Winners:



1975

Graeme Burnside

Reported as having become a Priest



1976

Nick Bell

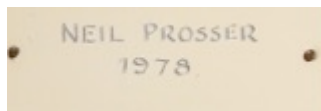
After his time at the Cessna Flying Club, Nick worked for the Beech Air Flying Academy at Parafield as an Instructor. He then worked at Adelaide Airport for TNT Air Charter operating

⁷³ Website accessed 13th August 13, 2016 <http://www.meekeconsulting.com.au/about-bill-meeke>

Cessna 310, Cessna 402 and Piper Aztec aircraft. Interestingly he flew the Cessna 310, VH-KRZ which is currently mounted on a pole at the entrance to Parafield Airport. In 1988 he started working for Qantas as a Second Officer on the 747 then First Officer 767 and, finally First Officer 747 – 400 before retiring in 2012. He currently lives in Saddleworth, North of Adelaide.



1977
Frank Grope
Unknown



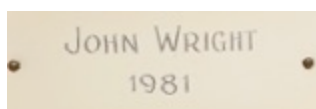
1978
Neil Prosser
Currently a Cathay Pacific Captain



1979
Stephen Burnard
Currently a Captain for Dragon Air



1980
Des Moore
Des Moore flew for charter and small airlines and is now a ground instructor with the Hartwig Air Group at Parafield.



1981
John Wright
Unknown



1982
Muriel Chen
Muriel left her Teaching career to pursue her Commercial Pilots Licence. She was the Cessna Flying Club President from 1982 to 1987 and was made a Life Member in 1988.



1984
Jim Stevens
Unknown

RUSSELL BOND
1985

1985
Russell Bond
Unknown

JENNY PEIRCE
1986

1986
Jenny Peirce
Unknown

GRAHAM BROWN
1987

1987
Graham Brown
Unknown

FRED & INGE HEYDRICH
1989

1989
Fred and Inge Heydrich
Unknown

MURRAY CARTWRIGHT
1990

1990
Murray Cartwright
Unknown

South Australian Aviation Museum Trophy Collection
Part – 12 Brisbane – Adelaide Air Race



ROYAL A O SA (logo)
Royal Aero Club of S.A.
Brisbane – Adelaide Air Race
->Winner<-
Brisbane – Sydney Section
-> R.W. GROPLER <-
16.12.1936

This trophy was donated by the Royal Aero Club of South Australia and presented to the winner of the Brisbane to Sydney section of the Brisbane to Adelaide Air Race. The race was part of the South Australian Centenary celebrations. It started from Archerfield, Brisbane on the 16th December 1936 with a view to arrive in Adelaide on the 19th December to coincide with a Pageant held on that date. There were 31 contestants including Reg Ansett, who won the Handicap section with a prize of 500 pounds in a Porterfield aircraft. The winner of the 250 pound prize for the speed section was J.W.F. Collins in a Percival Vega Gull. The race had its fair share of controversy and is the subject of another South Australian Aviation Museum article.⁷⁴

Winner:

18.12.1936

R.W. Gropler German Klemm VH – USZ

R.W. (Roy) Gropler started flying with the Aero Club of South Australia at age 16. He received his 'A' (private pilots) licence at age 18 in 1934. His father agreed to help him in setting up an aerial taxi business and to that end Roy went to England and purchased a Klemm L.27a IX. Given that he only had a total flight time of 60 hours it was an audacious move to fly this aircraft back to Australia. The flight was quite eventful, taking 43 days. The Klemm was registered in Australia as VH-USZ and Gropler used it for aerial taxi, joy flights and photography work. In December 1936 he participated in the Brisbane to Adelaide air race. In addition to the Trophy he also received a prize of £25.

Sadly on the 13th March 1938 he and his passengers were killed during a joy flight from Parafield when the port wing fell off in a



Roy Gropler
Photo courtesy
State Library of
South Australia

⁷⁴ SAAM website accessed 26th February 2017 <http://www.saam.org.au/wp-content/uploads/2014/04/SAAM-Profiles-1936-SA-CENTENARY-RACE.pdf>

steep turn. He was 22 years old.⁷⁵

Brisbane – Adelaide Air Race



ROYAL AERO CLUB OF S.A.
Brisbane – Adelaide Air Race
Third Prize Handicap Race
-> R.W. GROPLER <-
18.12.1936

There appear to have been a few trophy donors for this event – the following appeared in the Royal Aero Club of South Australia’s Wing Tips Monthly Newsletter: “we are pleased to announce that the offer of the Goodyear Tyre and Rubber Co. of Australasia Pty. Ltd. to donate a trophy to the winner of the Handicap Section of the Brisbane – Adelaide Air Race has been accepted”.⁷⁶ The trophy was presented to the Third Place winner on Handicap of the Brisbane to Adelaide air race.

Winner:

18.12.1936

R.W. Gropler German Klemm VH-USZ

[See winner, Brisbane – Sydney section]

⁷⁵ South Australian Aviation Museum History Group <http://www.saam.org.au/roy-gropler/>

⁷⁶ Wing Tips Monthly Newsletter June 1936

De Havilland Trophy (Brisbane – Adelaide air race)



Royal
Aero Club SA *logo*
Royal Aero Club of SA
BRISBANE-ADELAIDE AIR RACE
...1936...

Presented by
De Havilland Aircraft Pty Ltd
Best Performance by Club Trained Pilot
---Won by---
R.W. GROPLER

This trophy was donated by De Havilland Aircraft Pty Ltd and presented for the best performance by a Club Trained Pilot in the Brisbane – Adelaide air race.

Winner:

R.W. Gropler 1936

South Australian Aviation Museum Trophy Collection
Part – 13 Single winner trophies:
Naracoorte Centenary



NARACOORTE
Centenary Aerial Derby
1st March 1937
-- Won by --
J.H. BUCKHAM

It is not known who donated this trophy but most likely it was the Naracoorte Centenary organisers. The trophy was awarded to the winner of an air race over a 15 mile triangular course and formed part of the Naracoorte Centenary celebrations.

Winner:



J.H. Buckham

John Hamilton (Jack) Buckham was an instructor in the RAAF at Point Cook. In 1934

he gained employment as Instructor at the Royal Aero Club of South Australia. He joined the WA Goldfields Aero Club as Manager and Chief Instructor in 1939. (During his 4½-year tenure at the Royal Aero Club of South Australia he trained 98 A Class pilots).⁷⁷ Shortly after starting work there he rejoined the RAAF. He retired from the RAAF in 1945 as a Wing Commander and as Officer Commanding No. 3 AOS (Air Observers School). He returned to Parafield in 1951 as a Senior Air Traffic Controller before being made Officer in Charge for the Department of Civil Aviation in 1955 until his retirement in 1970.⁷⁸ He died in March 1986.⁷⁹



'Jack' Buckham Adelaide Control Tower 1955
Photo courtesy website '5DME' accessed 3rd Aug 2016

⁷⁷ Trove The Kalgoorlie Miner Friday June 2 1939 page 3

⁷⁸ Wing Tips - The Story of The Royal Aero Club of South Australia Book 1: 1919 – 1941 © Mike Milln Avonmore Books 2011 page 205

⁷⁹ Saville index of The Advertiser index of funeral notices State Library SA

The Popular Hobbies Cup



AUSTRALIAN AERO CLUB
VICTORIAN SECTION
AERIAL PAGEANT 1930
THE "POPULAR HOBBIES" CUP
INTER CLUB PUPILS RACE
WON BY
H.C. NOTT

It is not clear who donated this trophy. It was presented to the winner of the Inter Club Pupils Race held at Essendon, Victoria on the 24th May 1930.⁸⁰

Winner:

H.C. Nott

[See Part 9 – Ross Smith Trophy]

⁸⁰ Trove Chronicle Adelaide Thu 22nd May 1930 page 28

Lady Pilots Handicap



AERO CLUB
S A
SOUTH AUSTRALIA (LOGO)
LADY PILOTS HANDICAP
-----10 MILES-----
Won by MISS M.F. LUNN
Time 6 mins 7 1/5 secs
----15.10.33---

It is not clear who donated this trophy. It was presented to the winner of the Lady Pilots Handicap air race held at Parafield, South Australia on the 15th October 1933.

Winner:

Miss M.F. Lunn, in a time of 6 mins 7 1/5 secs.

[See Part 9 - Ross Smith trophy winner 1934]

Sir Donald Cameron Trophy



SIR DONALD CAMERON TROPHY
FOR AEROBATICS
> WON BY <
R.W. REID
15.8.36

This trophy originates from Queensland. Sir Donald Cameron saw service in the Boxer Rebellion in China, the South African War and World War I. He distinguished himself as a natural leader with a gift for obtaining 'machine-like discipline' from his men without having to demand it. He received the KCMG in

1932. In Civilian life he managed the family property and other businesses near Longreach Queensland. From 1919 to 1931 he represented Brisbane for the National Party in the House of Representatives. From 1934 to 1937 he was the Nationalist member for Lilley.⁸¹ He learnt to fly with the Queensland Aero Club in 1935⁸². He died in Brisbane in November 1960.

⁸¹ Website accessed 29th June 2016

<http://adb.anu.edu.au/biography/cameron-sir-donald-charles-5473>

⁸² Trove The Queenslander Thu 1 Aug 1935 page 33



The trophy was presented to the winner of an Aerobatic Competition held at Archerfield, Queensland in 1936.

Sir Donald Cameron
(Photo courtesy National
Library of Australia)

Winner:

15.8.1936

R.W. Reid

Captain R. W. Reid was a war-trained pilot (presumably ex British Military).⁸³ He was a Director of Robert Reid and Co. Ltd, a softgoods warehousing company in Sydney.⁸⁴ He was well known in aviation circles, competing in many events in Queensland and New South Wales. Notably in 1931 he broke the Brisbane to Melbourne air record, covering the distance in 9 hours and 20 minutes. (The previous record was 12 hours and 40 minutes).⁸⁵ He also designed his own aircraft, The Blackburn Tomtit, with a 20hp motor. He entered this aircraft in an Air Carnival at Richmond west of Sydney. On its one (and only) flight it flew into a ditch and overturned.⁸⁶ In 1938 Captain Reid was the honorary Treasurer and chairman of the flying school subcommittee of the Royal Queensland Aero Club.⁸⁷

Club Trained Pilots Handicap



CLUB TRAINED PILOTS HANDICAP

----- 10 MILES -----

Won by C.J. MELROSE

Time 8 mins. 7 2/5 secs.

--- 15.10.33 ---

The donor of this cup is not known. It was presented to the winner of a handicapped Air Race for club pilots from the Royal Aero Club of South Australia. The race was held at Parafield, South Australia on the 15th October 1933.

⁸³ Trove The Sydney Morning Herald Wed 21st March 1928 page 14

⁸⁴ Trove The Telegraph (Brisbane) Qld Mon 26th Sep 1928 page 2

⁸⁵ Trove Sunday Mail (Brisbane) Qld Sun 25th Jan 1931 page 1

⁸⁶ Trove The Age (Melbourne) Vic. Mon 1st Dec 1924 page 11

⁸⁷ Trove Sunday Mail (Brisbane) Qld Sun 9th Oct 1938 page 27

Winner:

15.10.1933

C.J. Melrose

[See Part 7 - WA Airways Cup]

M.L. Mitchell Trophy



ROYAL A-C S-A (logo)

Royal Aero Club of S.A.

Aerial Derby

-- 1936 --

M.L. MITCHELL TROPHY

Best Performance by Club Trained Pilot

-- Won by --

Sir Mark Ledingham Mitchell, who was a biochemist and University Chancellor, donated this trophy. He was a long time director and later life member of the Young Men's Christian Association of Adelaide and he presided over the National Fitness Council of South Australia (1952-73) and the South Australian Council of Social Service (1954-73). He promoted sport and donated several sporting trophies. In 1966 he became the first chancellor of Flinders University South Australia. He was knighted in 1957. He was a benefactor and chairman (1959-74) of the South Australian Museum, which established the Mark Mitchell Research Foundation for museum research. He died in 1977 aged 75. The University of Adelaide named its Centre for Physical Health after him. His portrait by Robert Hannaford is held by Flinders University.⁸⁸

Purpose of Trophy

Presented to winner of Aerobatic Competition held at Parafield, South Australia.

Winner:

J.L. Scott – The base of this trophy (which probably bore the winner's name) is missing, however Wing Tips Monthly Journal of Royal Aero Club of South Australia December 1936 quotes that J.L. Scott was the winner.

[See Part 3 - Regent Cup winner 1936]

⁸⁸ Website accessed 1st July 2016 <http://adb.anu.edu.au/biography/mitchell-sir-mark-ledingham-11139>

Landing in Paddock Competition



ROYAL
A.C.-S.A. (Logo)

LANDING IN PADDOCK
COMPETITION

2.3.39


Won by
W.R. Perry

There is little known about the origin of this trophy but it most likely formed part of the competition for the Ross Smith Trophy.

Winner:

W.R. Perry

Walter Richard Perry gained his 'A' Licence with the Royal Aero Club of South Australia in 1938.

LICENCE 1.		LICENCE 2.	
LICENCE		LICENCE	
Photograph	of Holder.	Particulars.	Description.
		Name..... PERRY,	
Signature of Holder <i>W. Perry</i>		Christian Name..... Walter Richard	
This Private Pilot's Licence No. 1047		Nationality..... British	
dated 25th July, 1938.		Place of Birth..... Fimmern, S.A.	
has been issued to..... W.R. PERRY		Date of Birth..... 6/9/1915	
who is hereby licensed to fly the types of flying		Address..... 31 Thomas Street, Croydon, S.A.	
machines referred to on page 2 of Licence, subject		Type of Flying Machines referred to on	Details of
to the special conditions contained herein.		page 2 of Licence.....	machines.....
This Licence is valid until 18/12/1938.		M2 Hawk	
Given at Melbourne..... this 25th			
day of July 1938.			
(Signature)			
<i>L.H. Crawford</i>			
Secretary, Civil Aviation			

Walter Perry in front of the Aero Club's Miles M2 Hawk, VH - UAI
Photos SAAM collection



C.C. Halton Trophy



THE SECRETARY OF TRANSPORT
MR C.C. HALTON
TO MRS P.M. Mc AULAY
For the most meritorious progress by a woman
pilot
towards achievement of professional aviation
qualifications
---1973---

Charles Christopher Halton was born in England in 1932. As an Engineer in the 1950s and 60s he was associated with the development of the Concorde and the guidance system of the Bristol Bloodhound. He served in Australia as a senior public servant initially under Gough Whitlam in 1973. He was Secretary of the Department of Transport, formed through the controversial amalgamation of the Department of Civil Aviation and the Department of Shipping and Transport, then the Department of Defence Support and finally the Department of Communications. He was awarded the CBE in 1983. He died in 2013.⁸⁹

This trophy was awarded to the women pilot who attained the highest scores (nationally) in the Commercial Pilot Licence examinations. The trophy was also known as the 'Rose Bowl'.

Winner:

Mrs. P.M. Mc Auley

Patricia Madge Mc Auley started flying gliders in 1969. She commenced training for her Private Pilots Licence in January 1971 and passed the test in April of that year. She gained her experience by towing gliders in a Piper Pawnee, passing her Commercial Pilots Licence in 1973. She did some charter flights over the next few years – her final flight in July 1979.⁹⁰ She died in June 2011.⁹¹

⁸⁹ The Canberra Times October 29th 2013 Comment - Obituaries

⁹⁰ Pilots logbook

⁹¹ Savill index of The Advertiser funeral notices State Library of SA

Australian Hang Gliding Championships best landing



Best Landing

Wayne Blackmore

. . .

AUS. HANG GLIDING
CHAMPIONSHIPS
1976

This trophy was presented to the winner of a best landing competition held in 1976.

Winner:

Wayne Blackmore

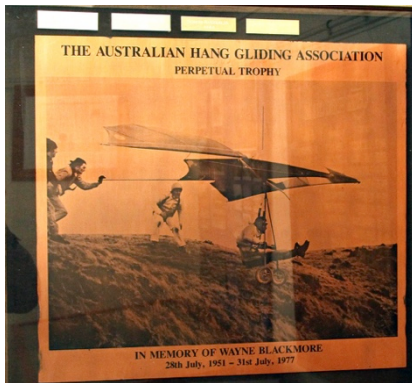


Photo SAAM collection

Wayne Blackmore was born in 1951. At age 18 he joined the RAAF as a pilot trainee. At about this time he developed an interest in what was to become the sport of Hang Gliding. Wayne became a paraplegic in 1971 following a tow glider accident at Point Cook RAAF station. He continued his interest in hang gliding and designed a hang glider that would enable him to operate it with the assistance of a bucket for his lower torso attached to the underside of the craft. In this machine he was able to soar as well as his fully able counterparts. He was killed in

1977 when his hang glider crashed into the sea south of Adelaide.

Australian Hang Gliding Association



THE AUSTRALIAN HANG GLIDING ASSOCIATION PERPETUAL TROPHY

IN MEMORY OF WAYNE BLACKMORE
28TH JULY, 1951 – 31ST JULY 1977

This Trophy used to be awarded when the Australian National Hang Gliding Championships included a teams event between the States. South Australia did quite well at this at the time. In the 1990s, the Australian National and teams events were replaced by a number of open and international competitions. Hence the trophy was discontinued and the South Australian Hang Gliding Association Executive decided to donate it to the South Australian Aviation Museum where it could remain alongside the display that commemorates the achievements of the pilot it was named after. The competition itself was a time and distance event. A course was set and points were awarded for the fastest time over the course. If the course was not completed then points were awarded for the distance flown.⁹²

Winners:

1984 South Australia



1985 South Australia



1986 South Australia



1987 South Australia



⁹² Courtesy S, McClure and D. Stott SAHGA